GRUMMAN plane news

Vol. 31, No. 16, Bethpage, N. Y., September 11, 1972

Grumman, American Aviation to merge commercial air activity

Clint Towl, Board Chairman and Chief Executive Officer of Grumman Corporation, and Russell W. Myer Jr., President and Chief Executive Officer of American Aviation Corporation of Cleveland, Ohio, announced last Wednesday, September 6, an agreement in principle to merge Grumman's commercial aircraft programs with American Aviation, which produces a line of sport, utility, and training aircraft. The merger is subject to approval of the Boards of Directors of Grumman Corporation and American Aviation Corporation and appropriate governmental organizations.

The new company will be named Grumman American Aviation Corporation and merger is designed to expand the commercial aviation activities of both companies with the goal of increasing their share of the general aviation market.

American Aviation Corporation entered the general aviation market in late 1968 and in less than four years has become the world's third largest producer of single-engine aircraft. The company has delivered more than 1,100 airplanes, including 320 sales during the first eight months of 1972. American's current product line includes the Trainer, a two-place training and utility airplane; the TR-2, a sporty, high-performance version of the Trainer; and the American Traveler, a single-engine, high-performance, four-place airplane which was introduced early this year. American's 1973 product line will be shown to its 125 dealers during a series of domestic and international meetings scheduled to take place this month.

The merger is expected to accelerate certification and production of two larger American Aviation airplanes, including a light twin, both of which are currently in development.

Grumman Corporation has produced 118 of its twin-turbofan Gulfstream II corporate transports for companies and private individuals in the U.S. and seven foreign countries. The world's longest-range and fastest business jet, Gulfstream II completely fulfills the distinctive requirements of business air travel, providing intercontinental and trans-oceanic range.

Grumman's Ag-Cat and Super Ag-Cat are light, single-seat, open-cockpit, agricultural, crop-dusting and spraying biplanes. Since first deliveries were made in 1959, 954 of these aircraft have been sold in 34 countries around the world.

'Copernicus' on station for interstellar space experiments

In the maelstrom of war news and politics and crime, the success of NASA/Grumman's new Orbiting Astronomical Observatory, Copernicus, has almost escaped popular attention. This biggest, most sophisticated scientific U.S. satellite soared from its pad at Kennedy Space Center at 6:28 a.m. August 21 and achieved circular orbit at a precise 400 nautical miles (plus or minus one nautical mile).

"A textbook launch," reported Ted Moorman, OAO Program manager. "The experimenters are in heaven, optically and emotionally."

Present at the Cape for the early morning launch were Grumman and NASA observers, scientists, Congressmen, and the Polish ambassador to the United States. (Copernicus is named in honor of the great Polish astronomer, whose 500th anniversary will be celebrated next year.) "Seeing the engines come afire in the dark of the morning and watching the spacecraft break out into the sunlight 100,000 feet downrange—it was just beautiful," was the comment of Pete Simmons, director of Space Astronomy.

Simmons takes a significant interest in Copernicus, regarding the latest OAO as the logical forerunner of LST, NASA's planned three-meter (120-inch) Large Space Telescope. Simmons says Copernicus' performance to date "goes a long way to prove near-term feasibility for the more demanding requirements of the LST." He is particularly enthusiastic about the sun baffle, a new design that makes stellar observations possible in daylight (as opposed to OAO-2's operations being confined to the dark side of the earth).

"And its pointing requirements are achievable; the necessary stability has been realized. This performance by Copernicus will eliminate much of the research and development expense otherwise necessary for the LST," he added. NASA is expected to issue a Request for Proposal for LST design next January and Grumman is hopeful of winning the contract.

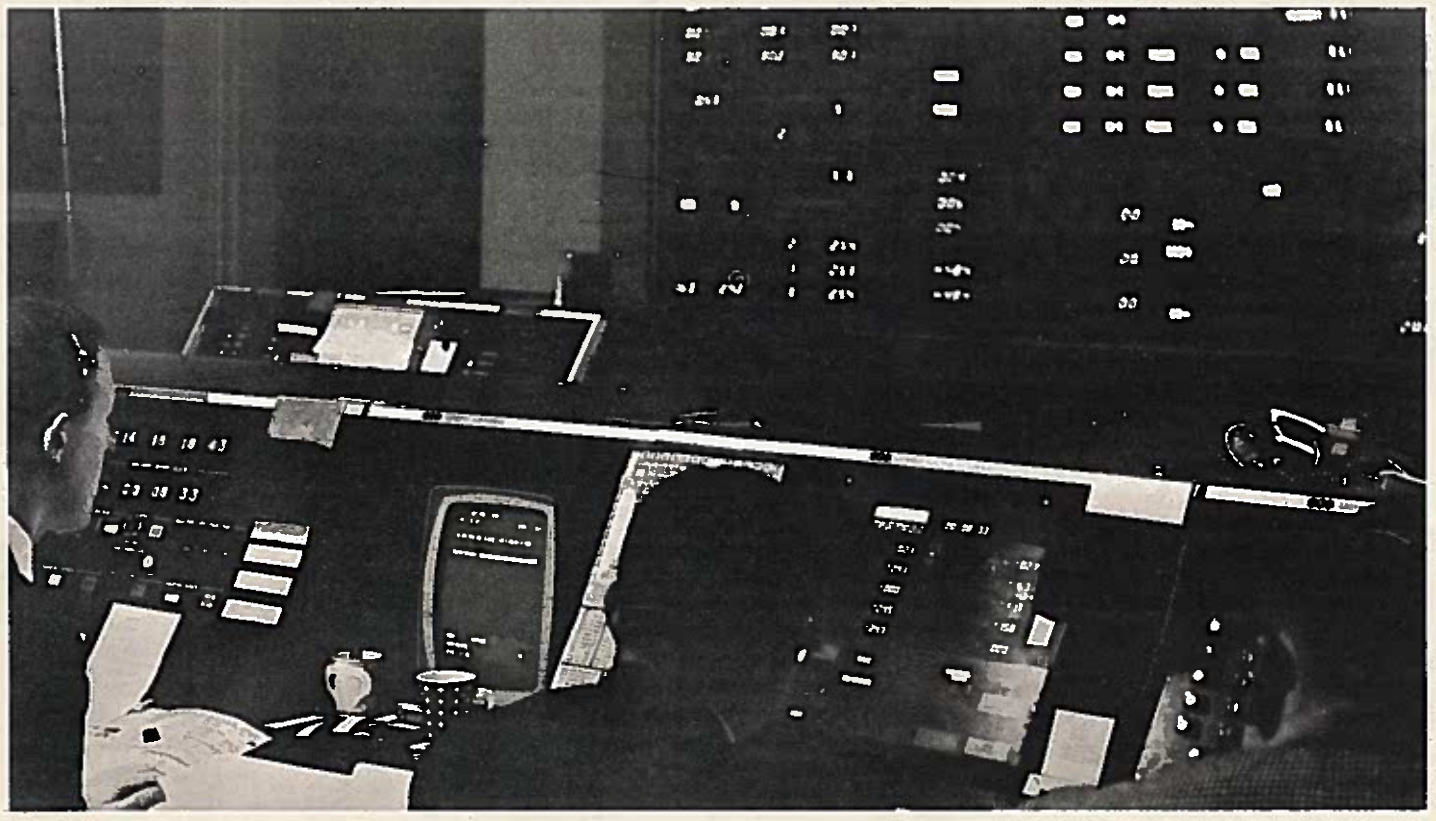
Meantime, with Copernicus the scientific world makes strides. The experiments aboard the 2½-ton spacecraft are the Princeton Experiment Package (PEP) and one for the University College of London. Princeton, whose principal investigator is Dr. Lyman Spitzer, will be using its 32-inch reflecting telescope for study of interstellar space in ultraviolet light, and UCL, under Professor R.L.F. Boyd, X-ray emissions of stars. "PEP has exceeded its goal of 0.1 arc second pointing," according to Moorman, "and will be able to observe dim stars to the seventh magnitude. We used to talk about sighting a rifle on a basketball at 1,000 miles. Now we narrow it to the stitching on the ball.

Space 'first'

"A first in instrumentation has been achieved," he continued. "This is the first time final assembly of instruments has been attempted in space. The PEP's 32-inch primary mirror and smaller secondary mirror were locked into a fixed attitude during launch. Once orbit was achieved they were released and pulled by springs into their final position."

Four years of experience and a good deal of practice in "flying" two spacecraft at Goddard Space Flight Center have made experts out of the men in Mission Control. "They make it all look deceptively easy," Ted Moorman commented last week. "When they find a little peculiarity, they fix it. Some stayed on duty more than 24 hours at a stretch when Copernicus went into orbit.

(Continued on page 3)



Mission Control. When a second Orbiting Astronomical Observatory achieved orbit last month, controllers sitting in semi-darkness at Mission Control, Goddard Space Flight Center, had new responsibilities for keeping two OAOs 'happy.'

F-14 flights draw wide support from specialists at Calverton

The weather report was promising, and just as dawn was starting to paint the sky, a tractor began pulling an aircraft out of a hangar in Plant 7 at Calverton. In this case, the plane was a Tomcat, and as it was moved to the concrete apron adjoining the runway, slivers of sunlight bounced off the raised canopy. The tractor positioned the plane and left.

Lined up nearby, standing ready, were five A-6s and three F-4s. Farther away was a new Sikorsky helicopter, one of the "Jolly Green Giant" type that has been deployed in the Vietnam struggle.

Most of the activity, though, was inside Plant 7 where the F-14 test flight mission was being discussed in detail—a briefing attended by the pilots and engineers responsible for the day's flight plans—and people in Flight Acceptance Department, in the flight tower and in the radar scanning area, and on the assembly floor were at work.

The story of the flight began even earlier. The plane captains and flight crews, who make aircraft ready for flight, had done their job; in the case of the Tomcat test flight, that had been done the previous afternoon. "Sometimes, work goes on through the night," says Vinnie De Stefano, assistant manager of Plant 7 and manufacturing manager for the F-14 at Calverton. "That's especially true when events like an NPE (Navy Preliminary Evaluation) take place and we try to cram many flight hours into a short space of time."

Once the plane is on the apron, it generally takes from 45 minutes to an hour for take-off because the pilot and the MCO (Missile Control Officer) make a walk-around check of the aircraft and then get into the Tomcat to make sure that all instruments are functioning properly. And while that is going on, the required support effort builds up:

Behind the scenes. A lot of support activity pours into each test flight before, during, and after it. The plane captains have readied the Tomcat for the flight line and, clockwise from top left, the crew of the 'Jolly Green Giant' (Grumman's helicopter) checks it out; last minute work is done on No. 14; instrumentation verification of a chase plane is done; and an F-4 chase plane goes through its pre-flight physical. (Photos by Fred Annette)

Sky 'watchers'

At the top of Flight Tower, where Lou Salvante presides over a group of air-traffice controllers, they "monitor" the skies and, as necessary, communicate via radio with non-Grumman flights. Their primary duties, quite naturally, relate to Company flights. To pursue our F-14, well before the plane was towed out of the hangar, it had a "mode code" (identification code) so that it could be recognized wherever it flew in the Air (Off-Shore) Defense Identification Zone. The SAGE (Semi-Automatic Ground Environment) system is based in Syracuse, N. Y., and all flight test plans must be filed there—and the plans must be detailed, e.g., purpose of flight, altitudes, and flight speed. For the Company, of course, this is nothing more than flying the test points contemplated. The point is that SAGE has control, not the Company. (Acually, too, it's a matter of test-flying within the prescribed air corridors to the south and south-east of Calverton, which extend to 160-210 nautical miles. In this corridor, there is no "competing" commercial air traffic, which makes it a safe zone for flight operations.)

But once again, we're a jump ahead of what normally occurs, so let's return to the crew seated in the Tomcat. First, they wouldn't be there at all if radar showed unacceptable weather for test flying; ceiling and visibility must be satisfactory. Second, the decision to fly having been made, the flight support elements move into position and await their cue: a tanker aircraft for in-flight refueling is called for, and an F-4 chase plane; a three- or four-man flight rescue team is alerted to take a position roughly 7,000-10,000 feet above Shinnecock Inlet; perhaps another aircraft—say, an F-4 chase—will be called in for flight observation duty; and before any of these planes makes an appearance, George Rose's Calverton Crash Crew, "armed" with a Cardox fire truck to dispense CO_2 if required, have taken up their post on the flight line. As George Nichols, Rose's deputy, points out, "We have sufficient equipment in reserve to handle any emergencies. There's another Cardox truck, also with a two-ton capacity; two other trucks to spray foam or water; and, of course, other service trucks. All of these are on active stand-by when a flight's in progress." He also mentioned that members of the Crash Crew also hose away any fuel spills—a necessary part of Grumman's over-all, stringent safety plan.

While Salvante's flight controllers are in the tower keeping tabs on flight activities in the region, Gene Seng and his assistant, Bill Biggs, are just one deck below closely monitoring radar screens. By a simple turn of a dial, they can see the code numbers for all aircraft in the area; not only that, they can track every plane as to its position and movement—invaluable data to possess. And through the Terry Hill antenna placed about three and a half miles from Plant 7 a plane can be "seen" electronically; thus, the antenna provides a microwave link to the ATS (Automated Telemetry Station), a highly complex real-time tracking system. And then too, the information that flows from a test flight is recorded, so there's a permanent record of the flight.

Naturally, each aircraft is "spotted" at all times—the tanker (or usually, tankers), the rescue helicopter, the F-4 chase plane (that flies only about half way to the east end of the flight corridor and joins with the F-14 as the Tomcat speeds westward). And all are in voice communication.

"If the crew has to punch out," says Pilot Barry Brandow, who handles the rescue team of Rod Calloway, Charlie Anderson, Carl Kupke, and Bob Trocco, "we try to be in optimum position to pull the men out of the sea. We use the astronaut-like Billy Pugh rescue net. We have pretty good coverage, too. Our 'Jolly Green Giant' can fly at about 145 knots and has enough fuel for five hours of work."

Hangar gang

Although there's no "most important" job in all of this diversified effort, there still remains a feeling of special warmth for those on the hangar floor, the gang that's responsible to DeStefano. He lauds the plane captains and the flight crews, who, he says, "do it all. They're the ones who clear away the crabs. They're the ones really responsible for making the plane excellent."

In the end, though, "It's a fine team effort," remarks Joe Piccolantonio, the

(Continued on page 4)

Offer 'level-income' option for those retiring early

On September 1, Grumman began offering a "level-income" pension option for employees who want to retire before they become eligible for Social Security benefits at age 62. To qualify for a pension, a person must have at least 20 years' service and have attained the age of 50, or have had more than five years' service at age 60.

Basically, the option provides an individual with the opportunity of receiving larger pension payments during the period prior to the receipt of Social Security benefits at age 62. After age 62, although the level-income payment would remain the same, the pension payment would be reduced by the amount of the individual's Social Security benefits.

As explained by Dan Knowles, director of Personnel, "This has no effect whatsoever on the total retirement monies set aside by the Company for each person in the Retirement Plan. If a person decides to take advantage of the level-income option, all we are doing is redistributing these funds, in a sense, to pay out more during the early retirement years before Social Security goes into effect, and less for those years after Social Security payments start.

"For instance: If you are 55 and decide to retire right now and have earned a pension of $220 a month, say, you could still decide to wait until you're 62 before collecting an additional $179.40 in Social Security benefits each month. That means you'd get $220 each month until age 62, then $399.40 (with Social Security benefits included) each month thereafter.

Add adjustment

"However, if you choose the level-income retirement option, the Company would add to your $220 base monthly pension a 'level-income adjustment' of $106.54, making a total of $326.54 each month beginning at age 55.

"At age 62, seven years later, your level-income retirement payments would remain the same — $326.54 — but the monies withdrawn from your pension fund would then be reduced by the amount you would get from Social Security, in this case, $179.40.

"About this time you're probably asking: 'Why isn't the level-income adjustment equal to the projected Social Security benefits?'

"Good question. Naturally, all of these computations are determined by actuaries—they're the guys who have to figure out how much is in your Company pension total, what your age is, and how long—'statistically'—you should live," Knowles continued. "That way, whether you receive a straight pension, or a level-income pension for early retirement, your money is 'budgeted' for you, so to speak, over your life expectancy.

Pension 'pay back'

"The 'difference' between your base monthly pension—$220—at age 55 and the $147.14 you are paid starting at age 62—a sum of $72.86—is what you, in effect, 'pay back' to your own Company retirement fund for the monies you advanced yourself—nearly $9,000—for the level-income adjustment from age 55-62. That 'pay back' is what actuaries feel is necessary so that you will be assured that there is enough money in your own fund to last during your lifetime.

"In a way," said Knowles, "you can't lose: If you live longer than the average, you'll still receive the same level-income retirement and will get more than you originally had in your retirement fund; if you die early, you'll have benefitted from the advance that you never had to pay back. Of course, if you have chosen the survivor's option, this same-level income payment will continue as long as you live. If you die, your spouse would continue to receive a pension, but not the level-income adjustment since your Social Security benefits would stop. (Naturally, whether under the early-retirement option or the regular retirement starting at age 65, the survivor's option returns a somewhat lower pension payment since it is computed over the lifetime of two individuals.)"

What would happen if Social Security payments were increased across the board by the Federal Government after you reach 62? "Your level-income payment would increase each month by the same amount of the Federal raise," said Knowles. And should Grumman make another "cost-of-living" adjustment to Company pensions as it has done in the past, "Your level-income payment would also rise by a like amount."

The total of each person's level-income payment would depend on his or her length of service, total base wages, age, etc. The accompanying table should enable you to figure out what additional amount you could expect to get from ages 50-62 should you want to retire early.

These figures are based on maximum Social Security earnings.

There is one element missing, however: expected "base" monthly pension payment at these various ages. You can obtain that estimate from your "Benefacts" report, your annual statement of benefits.

Any further inquiries or explanations can be obtained from a representative of the Pension office, Plant 28, Ext. 9179.

'Level-income' pension table

Base monthly retirement payments at ages 50-62	Level-income adjustment added to base monthly pension	Reduction (pay-back) from base pension at age 62	Estimated Social Security at age 62
(50)	$ 69.64	$90.66	$160.30
(51)	75.23	87.97	163.20
(52)	82.16	85.54	167.70
(53)	89.01	81.69	170.70
(54)	97.30	77.70	175.00
(55)	106.54	72.86	179.40
(56)	117.76	67.54	185.30
(57)	129.20	60.40	189.60
(58)	142.87	52.23	195.10
(59)	157.77	42.73	200.50
(60)	171.98	30.02	202.00
(61)	187.98	16.02	204.00

'Copernicus' on station to conduct interstellar experiments

(Continued from page 1)

Real professionals. Cecil Barker is Mission Operations manager, Joe Blazotsky is Operations leader for Copernicus, Jim Harrison for OAO-2." Earl Light is Grumman Field Base manager.

Copernicus is the last of four Orbiting Astronomical Observatories built by Grumman for NASA. The first, OAO-1, launched April 8, 1966, ceased to operate after three days because of an electrical power failure. OAO-2, launched December 7, 1968, is approaching its 20,000th orbit, and still sending back valued information on stars and celestial objects, including a supernova in the galaxy 5253. Because of a booster malfunction, the third OAO, launched November 30, 1970, did not achieve orbit. If all continues to go well, Copernicus will be in its 300th orbit with "all systems go."

Almost as if to steal the attention of Mission Control from newly launched Copernicus, the 3½-year-old OAO-2 began to act up on August 25. "We lost control of the spacecraft during part of Friday and all day Saturday," Ted Moorman, OAO Program manager, relates. "This has happened before, but never have we come so close to losing the vehicle."

Briefly, OAO-2 got turned so that the sun was shining on the edge of the solar paddle array. Without solar energy, voltage began to drop.

Commands to turn the spacecraft into the sun didn't get out—there was a failure in Goddard's station computer.

The voltage continued to drop as the spacecraft was approaching Madagascar, a remote station where the situation could be corrected. The coaxial cable to Madagascar went dead; no communication.

Long distance phone to the station? Couldn't get through. Five minutes left, of a 10-minute station pass. "Five minutes to death," as Moorman put it. Then . . .

The cable came back. Commands were transmitted to Madagascar, and thereby to the spacecraft. OAO-2 rolled into the sun, the sun shone on the paddles, the voltage went up, and the spacecraft was saved.

Intruder review. **Capt. Joe Wilkinson, new A-6 Program manager for the Navy, visited Bethpage a couple of weeks ago to get updated on the various Intruder aircraft. Here, Captain Wilkinson (R) reviews A-6 TRAM cockpit arrangement with Lt. Cdr. Sam Sayers (L), new Navy A-6 Class Deck officer, and Bill Trillo, A-6 Program director, during project support review held in Plant 34. (Photo by Bob Settles)**

'Mini plant' develops prototypes, many other short-order products

Take a little whirl through the new Product Development Center in Plant 4 with Jim Koschara, newly named Manufacturing Product Development manager, to see what a mini plant-within-a-plant can offer to an industry that ordinarily leans toward the colossal. PDC, promoted by Senior Vice President Corky Meyer, is laid out for the production of prototypes of almost any kind, sub-contracted parts like engine nacelles, out-of-production spares, and such one-of-a-kind items as can best be produced with a minimum of paperwork and acreage.

"All new prototype programs are to go through the Product Development Center from now on," Koschara explained last week. "Then they will be moved to a production plant. It makes sense. The Center is staffed with some of the Company's very best mechanics and specialists; they get instant action. The constantly updated chart room leaves no room for doubt about the status of everything in PDC."

In July, when an evaluation team from the National Aeronautics and Space Administration visited Grumman, the virtues of the PDC as it might relate to NASA's forthcoming QUESTOL (Quiet Short-Takeoff and Landing) aircraft were presented, and received with evident interest. NASA will be looking this fall for a contractor who can produce two experimental research aircraft on a limited budget.

Subcontract work

Right now PDC is building four engine nacelles for the French F-10A Falcon under contract to the Dassault Company for delivery in September. Two sets (four engine pods) will be finished in the Product Development Center in Plant 4 and production will then be transferred to Plant 55, Savannah, for 110 more. "Yes, we have the technical capacity and ability to do this work economically," said Program Manager John Karanik last week. "We built five prototypes last year and have a contract from Dassault for these additional pods. Our contract also includes options for 290 more.

"It's a lucrative field, an expanding field in subcontract work," Karanik said. "Our experienced personnel and improved techniques allow us to approach prototype problems 'easier and quicker and better.' "

Nothing prevents the Product Development Center from accepting a physically big job. The 51-foot TACRV (Tracked Air Cushion Research Vehicle) was entirely assembled in Plant 4. Nine TC-4C "flying classrooms" got annual inspection and repair (and got new coats of paint at Plant 2) during the past six months. All these, Koschara points out, were or are being handled on time and within cost.

Joe Cipp, who headed the PDC in its formative stages, continues as Bethpage Assemblies manager, reporting to Vice President Tom Johnson.

Tech file

Perhaps you didn't know it, but the largest library of technical materials on Long Island is Grumman's — more than 600,000 books, reports, periodicals, and microfilm holdings . . . and growing.

The center of this tremendous reservoir of information is at Plant 35, conveniently located on the first floor. In addition, there are two branches, one at Plant 5 mezzanine, the other at Plant 6 in Calverton. And as Claude Gibson, manager of the Corporate Library says, "If we don't have the information you need, we'll help you to get it. We can contact all available public and private facilities to get the literature search done."

An effort is made to gather a lot of current materials on an ongoing basis. "We can't cover **everything,**" says Roy Scheiman. "We can't pretend to be able to do that because this library is Company product oriented. It's designed to maintain present business and aid in the procurement of future business."

In doing those jobs, the library also has a translation service. Local personnel can often translate materials in foreign languages, and where those services are unavailable, commercial sources are used.

In any event, Gibson says that "The library is staffed by professional information specialists who are ready to serve you. All you have to do is call or stop by." The extension numbers are 84215 for Plant 35, 3914 for Plant 5, and 57-335 for Plant 6.

Complete checkout on A-6 trainers

Sparkling in a new coat of gray and white polyurethane paint, the last of nine TC-4C "flying classrooms" flew back to its squadron last week after a brisk paint and inspection/repair job. "On schedule throughout," said Jim Koschara, Manufacturing Product Development manager. "This is the second annual TC-4C checkout and repair for the Navy, but this is the first time we've bid on a paint job," he said. "It's a new, commercial high-gloss, weather-resistant type."

The TC-4Cs are Grumman Gulfstream I aircraft modified for use as trainers for A-6 bombardier/navigators, each having four student consoles and one master instructor's console. They came from squadrons in Oceana, Whidbey Island, and Cherry Point.

The inspection and repair work took place in the Product Development Center in Plant 4. "Quick turnaround," explained Koschara. "Everything was on schedule and each plane was done in an average of 20 working days. The first of nine aircraft started arriving March 9 and the last one flew out September 6."

Fast fix. In emergency, Joe Findlay replaces a Gulfstream customer's windshield at Product Development Center, Plant 4. (Photo by Harry Prodromides)

Kudos from NASA. Vice President Ralph Tripp (R) presents Certificates of Appreciation to Ed Ulrich of Plant 5 (L) and John Kappler as part of an ongoing program to recognize meritorious work. Ulrich's report was 'Human Factors Criteria for Remote Control Vehicle Operation,' and Kappler's dealt with 'Maintainability Design Criteria for Packaging of Spacecraft Electronic Equipment.' (Photo by Fred Annette)

Deliver first production F-14

On the first of September, Tomcat No. 15 became the first aircraft designated for Navy custody. It will be used by the Navy to evaluate the entire weapons system.

Lt. John Creighton flew the plane, with Lt. K. Volland in the back seat, to the Naval Air Test Center at Patuxent River, Md.

In other Tomcat action, there's been a steady increase in flights and flight hours—a total of 734 flights and 1,430.3 flight hours. Tomcats have rung up more than 23 hours of supersonic flight.

Tomcat 1-X has 103 flights and 234.8 flight hours to its credit, and No. 2 has flown 135 flights and 283.6 flight hours. Other aircraft at Calverton, and their flight hours, are:

No. 3, 52 and 89.9; No. 8, 63 and 130.6; No. 13, 18 and 20.4; No. 14, 14 and 26.7; and No. 16, 3 and 3.2.

Gruman aircraft based at Point Mugu, Calif., (numbers 5, 6, and 11) have logged in 81, 38, and 29 flights with 174.6, 56.2, and 54 flight hours, respectively. Aircraft numbers 4 and 9, both bailed to Hughes, currently have 81 and 63 flights totaling 149.8 and 133.4 flight hours, respectively.

More on Calverton

(Continued from page 2)

Navy's senior Quality Assurance supervisor at Calverton. He's been around, and at Grumman for the past nine years (a year and a half of that time at Calverton). "Quality and reasonable cost, those are key goals, both for us and for Grumman. My experience at Grumman has been good. From where I sit, people are really trying to do the best job they can. The record shows it: Grumman puts out a good aircraft."

So support as well as flight test must be doing something right.

Top three idea men pocket $3,275 in U.S. Savings Bonds

The Corporate Suggestion Office cheers when some outstanding suggestions come in to brighten a usually dull summer season. To award substantial prizes for good ideas makes everybody happy, and this month three were notable: $1,275 in Savings Bonds to Al Burri, Manufacturing Shops, Plant 83, KSC; $1,000 in Bonds to Walter Aims, now a foreman in Final Assembly, Plant 1, and $1,000 to Sam Knight, now a station chief in Final Assembly system installation, Plant 1.

Burri's specialty is refrigeration and air conditioning, which led him to what he considered a possible source of trouble in the ground LM crew compartment. He suggested installing a temperature sensor and alarm system in the crew compartment cooling unit to provide continuous monitoring. "I finally got it OK'd," he said triumphantly. Thousands of dollars have been saved just in monitoring time alone.

Before Burri suggested the change, the crew compartment cooling unit had to be monitored once an hour by a technician. Al pointed out that a critical temperature rise could occur in 20 minutes, which in turn would allow "dirty" (hot, wet air) to enter the compartment. This could result in corrosion, thereby necessitating a thorough inspection of all cabin electrical panels. An actual failure did take place last fall, and NASA then approved the change.

Burri and his wife, Florence, are living in St. Cloud "and love it." She worked 14 years for Grumman. They have a married daughter in Bethpage and two sons. The $1,275 in Bonds? "Our refrigerator needs replacing."

Walter Aims, who says he's "going to take mama to Vegas" by way of celebrating his winner, previously earned $600 in awards. They live in Carle Place with their two daughters, 13 and 6, and son, 11.

Aims, a 20-year man, sees much time saved with the adoption of his idea, "especially out in the Fleet."

He suggested a change in the F-14 radome rain seal, which had required 18 detail parts, including a circular rubber extrusion with a ¾-inch hold-down flange.

The rubber seal had to be bent around "fairly sharp turns and held down with metal riveted strips on the rubber flange," Aims explains. He recommended a round rubber molding, integrally molded, that could be glued into place. "It saves time and has good maintainability," he says. "You just pull it off and put another on—it's a one-piece glue-on seal."

Another 'better idea'

Sam Knight, the other winner of $1,000 in Savings Bonds, went through channels (Request To Engineering) to get a change in installation of fuel line couplings on the F-14. This was a case of "old" standard AN unions and nuts saving a great deal of time over Wiggins Mini-Mal couplings that are difficult to install "on at least 105 F-14 tube ends." Said Knight, "The change eliminates safety wiring, bonding jumpers, clamps, screw and nuts required with Wiggins couplings. It will help the technician with his installation out in the field." Estimated savings: 33 hours per aircraft and $629 in material.

Knight has the background. He's been with Grumman eight years and has worked on fuel system installations on the F-111, and on the F-14 since its mockup stage. He was on LM propulsion also. "It's nice to work on a new program," he commented.

The $1,000 Bonds he says he'll lay aside to mature. He and his wife, residents of Amityville for the past 20 years, have two daughters, Deborah, 15, and Caren, 10.

Other awards were:

$225: Richard T. Combes, Avionics, Plant 6; Dominick Quaresimo and Joseph Pontorno, E B Weld, Plant 2.

$200: Michael P. Cassidy, Customer Support, Plant 55; Robert Hess, Facility & Support (Test), Plant 5; Arthur Kumm, Equipment Lines, Plant 1; James Lindsay, Preflight Finals, Plant 7; Salvatore Perrone, Flight Operations, Plant 7; Robert Mansbart, Electronics Data, Plant 1; John J. Senia, Machine Shop, Plant 3; Frank J. Zahra, Pre-Flight, Plant 7.

$150: Joseph Cinquemani, Sub Assembly, Plant 1; William E. Staab, Wing Final Assembly, Plant 3; Nicholas. Pravednekow, Special Tools & Methods, Plant 2.

$125: Joseph Kasten and Joseph De Santo, both Fuselage Sub Assembly, Plant 1.

$100: Frank K. Dgezits, Program Procurement, Plant 1; Ben J. Licardi, Final Assembly, Plant 1; William Moran, Requirements Planning, Plant 30; Howard J. Webster and Carlos Iff Jr., both Configuration Planning, Plant 83, KSC.

$75: Edward Rochelle, Heat Treat, Plant 2; John E. Zalewski, Machine Parts/Material Plant 30.

$50: Alvin G. Beyerlein and Rocco J. Famiglietti both of Major Sub Assembly Plant 1; John W. Fritz, F-14 Procurement, Plant 1; Kincaid McLaurin, Inspection, Plant 55; Mario Massimino, Measurement Standards, Plant 12; William C. Rommell, Flight Avionics, Plant 5; Frank Rocco, Measurements Standards, Plant 12 (retired); Salvatore Siniscalchi, Drafting Services, Plant 34; Michael Hearney, Electronic Machine Design, Plant 34; Robert V. Surprise, Honeycomb, Plant 3; John Zator and Ralph Warren, both Fuselage Joining, Plant 1.

Bundle of Bonds. Al Burri (L, above, with KSC Operations Director Chuck Kroupa) earned $1,275 for LM ground station improvement. Sam Knight (R) and Walt Aims (below) turned on some good ideas on F-14 fuel line installation and F-14 radome seals to save installation time for the Fleet. Knight and Aims each won $1,000 in Bonds. (Photo right by Bob Settles, below by Fred Annette)

Offer training to handicapped

Do you have a physically or mentally handicapped adult in your family who would benefit from vocational training? Skills Unlimited, Inc., a nonprofit vocational center for the handicapped in Oakdale provides such training.

"Too many handicapped persons are not taking advantage of opportunities offered for vocational training and rehabilitation," said Mrs. Rita Zielenski, Executive Director of Skills Unlimited. "As a result, disabled individuals are not realizing their full potential for employment."

Skills Unlimited offers training for Nassau and Suffolk residents in automotive mechanics, clerical and office work, cafeteria and food services, grounds and maintenance, machine shop, electronics, simple assembly, and homemaking. Programs are offered to any handicapped adult 16 years of age or older, with potential for competitive or sheltered employment.

For further information, write or call Skills Unlimited, Inc., 405 Locust Ave., Oakdale, N. Y., attention Mrs. Josephine F. Florio, (516) 567-3320.

Another honor for Roy

Roy Grumman, founder of Grumman Aircraft Engineering Corporation and renowned aircraft designer, will be honored by the Long Island Association on September 16 for his outstanding contribution to the growth and development of Long Island. Grumman, Honorary Board Chairman of Grumman Corporation, will be inducted with five others into the LIA's "Hall of Fame." . . . Vince Milano, Vice President of Grumman International, has been named chairman of LIA's World Trade Club. Among the club's programs under consideration is a fourth International Trade Mission, an activity instituted three years ago which has brought recognition to the region in many cities throughout Europe and has provided new export business for Long Island firms.

Elect Ferdman to national post

Saul Ferdman of Advanced Space Programs has been elected to a three-year term on the Board of Directors of the American Astronautical Society. Among those Ferdman joins on the national board is Vice President Ralph (Doc) Tripp, who was elected to the group last year.

Something to think about

Remember Harold Russell, the double-amputee Navy veteran who played in "The Best Years of Our Lives" shortly after World War II? Russell is now chairman of The President's Committee on Employment of the Handicapped and he has a message for all of us:

"A minority in our country very much needs your support. It's made up of millions of handicapped men and women, including veterans, who are ready, willing and able to work but can't find employment.

"You can help them by reminding other people that ability, not disability, is what counts on the job."

GDS names DeForest to direct Commercial Computing Services

Curt DeForest has been named by Pete Viemeister, President of Grumman Data Systems, to be accounts director of GDS Commercial Computing Services—a service that provides commercial customers with machine time both locally and remotely. Recent success in building a commercial customer base has dictated the need for a single organization concerned with providing these services efficiently, dependably and cost effectively. DeForest reports to Walter Wood Jr., Vice President of Operations in his new capacity.

Curt DeForest

"To give you an idea of how the commercial computing services aspect of GDS has grown," said DeForest, "we had a man assigned to Customer Services when Grumman Data Systems was formed, in 1970, and now we have 11. Similarly, in our first year we had one salesman and 10 customers, and now we have eight salesmen and 150 customers. The new department is 70 strong, and is primarily concerned (and deeply involved) with commercial computing activities."

Saw potential

In 1970, while the rest of GDS was concentrating on providing data processing services to Grumman Aerospace and other non-computing services, DeForest was pursuing the commercial work to use idle computer time to help reduce total Grumman Corporation costs. He discovered that there were a lot of customers willing to pay for fast response computer services. Some customers have their own computers, but often Computing Services can show them how they can save money by reducing the amount of fixed costs they maintain for in-house computers, and sometimes how they can get all of their computing done by Grumman. Long Island Lighting, for example, is its largest commercial customer, and it is using the 360/65 to develop a teleprocessing system for its own computers. TWA and New York Telephone are also using GDS computers in lieu of in-house systems for at least part of their work.

Former job shopper

DeForest started with Grumman in 1962 as a job shopper from RCA Service Company on the A-6 and OAO. He joined Grumman in 1965 in the Systems Programming group (Computer Sciences, which was then part of Research). He subsequently worked on Jim Conners' staff of the Computing Systems Department, and then joined the Marketing group under Bob Nafis, Vice President of Corporate Development, when Grumman Data Systems was formed.

DeForest has a Bachelor's degree from C. W. Post College, and he lives in Huntington with his wife, Jean, and three children.

Hawkeye in 'real world' test

Things are happening on the E-2C Program!

Last month, the E-2C Hawkeye got a test in the "real world" at Eglin Air Force Base in Florida where it underwent an intensive two-week evaluation of its passive detection system. And Jim Philbin, assistant to the E-2 Program director, may have mixed his metaphors in describing the most advanced airborne early-warning and intercept-control aircraft as "running like a Swiss watch" during the trials, but his message was clear.

And, despite "bare-field" maintenance, according to Jim, the Hawkeye did run like a Swiss watch, with 30 hours accumulated in nine flights, every flight off on time, and all test objectives accomplished. Philbin and Dick Van Allen, his co-pilot, and a group of flight test engineers and technicians accompanied Hawkeye M-1 to Eglin.

Next on the E-2C agenda: the first flight of the first production Hawkeye, scheduled for mid-September.

At Calverton, the E-2C production crew has completed final assembly on the first production aircraft; the aircraft has been rigged, engines have been installed, and the Hawkeye has been given a glistening new coat of paint.

Following first flight, the E-2C will be flown to Plant 4 for systems integration and Grumman/Navy flight testing, with final acceptance by the Navy scheduled for December of this year, two months ahead of schedule.

Announce sale of 'old' furniture

On Saturday, September 30, from 8 a.m. to 12 noon, in Plant 11A, there will be a sale of surplus desks, drafting boards, and benches, for employees only. The desks are wood and metal (Stacor). Benches come knocked down (metal parts only), and there will be chairs, drafting stools, metal cabinets, and other items. They range from poor to good condition.

Desks range from $8 to $35; work benches are $15; drafting tables, $10 to $60.

Sales are on a first come, first served basis. Payment, cash or check, must be made and Grumman badge presented at time of sale. All sales final, no exchanges or refunds. Buyer will remove and transport items at his own risk.

Plant 11A is on Ludy Street, off Broadway in Hicksville, east from the Carvel Ice Cream stand.

A similar sale will be held at Calverton in late October. Information on that will follow in Plane News.

Ring them up

The New York Telephone Company and the New Jersey Bell System last month signed contracts with Grumman Data Systems for further expansion of GDS' Main Distributing Frame Assignment and Inventory System (MAIS). The system, developed over the last two years, provides on-line computer service to control central office inventory and assignment of cables, switching equipment, and telephone numbers. In New Jersey it will start with the Humbolt exchange in the Newark area. MAIS is in use for Huntington, and the Commack and Northport offices are being converted, and the New York Telephone contract covers extension of the system to Flushing.

Detective work. **The Suffolk County District Attorney's office now has a pair of Detective-Investigators from the Fraud Bureau riding around to receive and investigate complaints from consumers. The keys to the Dodge/Olson Body vehicle were handed over to District Attorney George Aspland (L) by Charles Kirbow, director of Grumman Health Systems (R), as county legislator Clifford Crafts and County Executive John V. Klein look on. (Photo by Fred Annette)**

Wildcat, despite 'childhood ills,' became WWII standout

September 2 marked the 35th anniversary of the first flight of the XF4F-2 by test pilot Bob Hall, now retired Vice President. This airplane was the first of two developmental prototypes of the famous Wildcat series. Actually, the Wildcat started out as a biplane, but, as the first page of its "new design proposal" stated, the configuration became a mid-wing monoplane.

The rest of the story has been told many times—How the XF4F-2 lost out in competition to Brewster's XF2A-1 (Buffalo)—How the airplane was rebuilt after a crash near NAF Philadelphia during tests—How the Navy was still so impressed with its performance that they approved continuation of development — How the fuselage and landing gear of the XF4F-2 were used in construction of the XF4F-3, which was equipped with a more powerful two-stage supercharged engine — How the XF4F-3 went through an exhaustive series of tests lasting six months and was modified to its final aerodynamic configuration only after full-scale wind tunnel tests late in 1939 — How F4F-3s and -4s met the Japanese carrier and land-based aircraft head-on during the early years of World War II, and were doing well enough with the Zeros until the fall of 1943, when it was replaced by the larger and more powerful F6F Hellcat, which proceeded to shoot the heart out of the Japanese Air Force—How Wildcats built by Grumman and General Motors served with distinction aboard British carriers operating in the Atlantic Ocean—How they participated in the invasion of North Africa—How later Wildcats, teamed with TBF/TBM Avengers, brought an end to the German submarine menace, and thus became the first anti-submarine warfare aircraft—and on and on.

The wise and tenacious development of the Wildcat proved to be one of those important intuitive decisions which change the course of history. If we now accept as historically accurate the words of then Secretary of the Navy James Forrestal, "In my opinion, Grumman saved Guadalcanal," then the first flight of the XF4F-2 marked the start of a rendezvous with destiny; to be played out by Wildcats at Wake Island, at Midway, at Guadalcanal, and North Africa, and in numerous other areas of the Atlantic and Pacific theaters of World War II.

Do the following specifications suggest the speed of technological change within Grumman and the development of aircraft during the past 35 years?

- First monoplane built by Grumman
- First airplane to enter service equipped with engine having a two-stage supercharger
- First airplane to have Grumman-designed folding wing (Sto-wing, F4F-4)
- First airplane to test breakaway wingtip
- Weight, loaded: 7,975 pounds
- Armament: Six 0.50 cal. Browning M-2 machine guns; two 100 pound bombs
- Performance: Service ceiling 34,800 feet., range 1,650 miles; climb, 2,050 feet/minute

Of 7,898 Wildcats produced from 1937 on, Grumman built 1,971 and General Motors built 5,927 (FM-1 and -2).

Credited by U.S. Navy with 5.9:1 superiority in air combat victories (1942).

Weekend 'jaunts' transport Ernie Neves to all sectors of globe

In some people is a fountain of free spirit, a yen for mobility that verges on wanderlust, and there's a touch of that in Ernesto "Ernie" Neves of Instrumentation in Plant 4.

It's not fantasy, a private dream world divorced from reality. For Ernie it's not only real but motivational. "I like it," says Ernie, and that, you know, is understatement. He's around aircraft every working day, which, for some, would generate a drive to do something very different; but not so in Ernie's case. Planes and flying mean life to him.

A very active member of the Air Force Military Airlift Command (though in the Reserves), he spends a lot of time making weekend flights. Sometimes the jaunts are more than weekenders. "I've flown missions to Europe, Japan, Alaska, Africa, South America, Vietnam, Greenland, Iceland . . . all over. It's exciting, stimulating. It keeps me on the move, and I like that."

He's been on the move for some time. He talks, for example, of World War II days, of times when he was the turret man in the "bubble" of a B-17, the big aircraft of the day. "I was inducted in 1942," Ernie says, "and in '43 I was an Airborne Radio Operator-Gunner firing those 50 caliber jobs. That was some airplane," he said with reminiscent pride. "We hit some big targets in the Ruhr Valley, Berlin, Cologne . . . Missions? I made 26 runs."

Twenty-six doesn't sound like many in view of the number of flights he's been making as a Reserve (except that those 26 were in all probability accompanied by heavy ack-ack, which makes a significant difference); and those 26 were flown in relatively slow aircraft by today's standards, making each trip more tedious, perhaps more hazardous.

Way of life

Yet, since flying is a way of life with him, hazards don't loom large in Ernie's scale of values. Doing something is the key. "I've got enough time in so I could quit right now," he says—and he confesses that his wife, Mary, might like to have him bow out. "I have to show up at Reserve meetings once a month to maintain my status, to meet qualifications. If I just didn't show up, I would be dropped. But there's a lot happening, a lot of new things, new technology. It's complex and if you want to be up with current operations, well . . . "

Ernie was one of the ones called up during the Korean conflict, but he flashes a smile: "Guess where they sent me? To Puerto Rico! I became a DJ, a disc jockey, on the Armed Forces Radio Network. I spun records and talked. What a spot!"

As of next month, Ernie will be a 20-year man with the Company. "I was in the Electrical Department and my first job was with the SA-16. After seven years or so I moved to Instrumentation in Plant 5 for four years. Then I got into Methods Engineering on the LM Program. That ran for about five years; and then I was in Plant 39 on S/CAT (Spacecraft Assembly and Test). I've been on this job, Instrumentation Flight Test, here in Plant 4, for a year. Yeh, I guess you can say I've been on the move. That's the way I like it."

He's been on the move extracurricularly, too, calling himself "a real sports enthusiast. I played an awful lot of softball—and I've umpired a lot, too. Then there's golfing and bowling." Without even showing awareness of it, he was back to aircraft: "I'm a pilot, a member of the Grumman Flying Club. Just last May I flew my family down to Miami and back in a Cessna 172."

His family, in addition to Mary, his wife, includes Anita (married and with two children); Victor, who's been accepted at the U. S. Naval Academy; Edward, now 15; and Lydia, who's 12. "Despite all the flying I do, the family's together most of the time. Mary and I spend a lot of weekends at home."

Ernie Neves

And there's another, very important side to Ernie's flying, and he's proud of it. "I believe in serving my country, anywhere at any time. If I can fly tactical missions, drop cargoes by parachute, serve as an instructor, I'm helping my country. That's what counts."

Memories are made of this . . .

A funny thing happened when Dave McKendrick teed off at the eighth hole of Hill and Tree a couple of weeks ago. There he stood, admiring his drive bouncing down the fairway, when suddenly the ball split in half, one part staying on the fairway, the other bouncing off into the woods. Now this was only Dave's second trip around the links but he showed how well he had caught on to the game: he decided right then and there to play the "ball" that remained on the fairway.

Dave has been called many things in his time, but no one had ever hinted that . . . well, not that, anyway. And how many people would **believe** he could be that destructive . . . after all, have **you** ever split a golf ball in two?

Those bragging right are all taken care of now. Two of his co-workers, Joe Jasuta (L) and Sam DiRienzo (R), outfitted a plaque with the remains of the golf ball and the full details of the dastardly deed. Then to make it official, they had Mike Cherry of GAA (2nd L) present it to Dave during coffee break last week.

Could it be that David McKendrick, being a true Scotsman, thought it a good way to cut down on expenses—two balls for the price of one, so to speak. It must have been difficult putting, though.

Net squads head for 'shootout'

There's only one question left to answer in the L.I. Industrial tennis loop: Which Grumman team will capture the league playoff title?

The Grumman B team finished with a 12-1 mark — its only loss was to the Grumman A squad—in its division of the Industrial league, closing the season with a 2-1 victory over Sperry A and a 2-1 win over Photocircuits.

Against Sperry, Andy Kaufmann and Gerry Fogel won 6-1, 6-7, 6-1; Bob Bentler and Pete Shyprykevich won 6-3, 2-6, 7-6; but Dave McKendrick and Joe DiStefano lost 3-6, 4-6.

In the Photocircuts encounter, Shyprykevich and Bentler lost 5-7, 7-5, 1-6, while Fogel and Kaufmann won 6-2, 6-3, and McKendrick and Patterson won 6-4, 6-1.

The Grumman A team has won 12 straight in league competition and needs only one more against Pan Am to close out the season undefeated in regular league play.

In the playoffs, the A and the B team will meet in a one-match playoff for the league title.

Call racers for ski—ski?—team

Talk about rushing a season! Here it is, just a couple of days past Labor Day, and the Grumman Ski Team is recruiting members for its Alpine Ski Team.

The Alpine Ski Team, according to Bob Schmitt, is looking for both men and women who are interested in ski racing. The only requirements: you must be over 18 years of age, at least an intermediate skier, and a member of the Grumman Ski Club. Competition consists of slalom, giant slalom, and downhill for men, and slalom and giant slalom for women.

Team tryouts are held in December so that beginners can get an idea what this type of racing consists of, and the team captain can assess the quality of talent trying out for the team. There will be women's, men's A, and men's B squads competing for the club.

If you want to find out more about the racing program, contact Bob Schmitt on Ext. 2275 or come to the next Ski Club meeting scheduled for Wednesday, September 13, starting at 8:30 p.m. at Holiday Manor.

Bowling note . . .

If you have yet to latch on to a bowling team, try calling GAA at Plant 30, Ext. 2133 or 2269. There are still some leagues looking for regular keglers or those who want to roll on an alternate basis. Hurry!

'Cats on prowl in Owl league, rip Plant 3, 21-4, in Nite tilt

Remember the old days, those times when the Bronx Bombers rode so high that everyone else in the league felt like a doormat? The cry came desperately, agonizingly, from the annually down-trodden: "Break up the Yankees!" Today there are similar shouts from the Nite Owls—"Break up the Tomcats!"

Their opponents have, indeed, suffered mightily. Take the case (carry it gently, stretcher bearers!) when the Tomcats met the forces of Plant 3. Bang! Slam! Pow! In the top of the first inning the 'Cats poured over 11 runs. It's downright inhumane. The battered boys of Plant 3 were so groggy they didn't awake until the last half of the last inning, when, somehow, they picked up four tallies. The Tomcats had a somewhat comfortable 21-0 lead by then and not under stress as John Walden and Jack Nuccio poled homers, Bill Worth, Fred Scadin, and Tom Schaller belted triples, and Warren, Worth, Lloyd Bigby, and Carlos Caine all doubled.

The Tomcats snarled at the Plant 2 gang, too. Warren sent one out of the lot, Nuccio and Caine tripled, and Warren, Nuccio, Gene Piwowar, and Fred Scadin doubled in a 19-to-8 victory, their ninth in a row with no losses. The Flyers of Plant 4 met a similar fate as Walden and Nuccio slammed triples and Piwowar and Jim Littorello doubled for a 10-3 win. Then the Tomcats powerhouse stormed into the Plant 3 crew. When the smoke of battle cleared, the names were familiar: Bigby, Nuccio, and Worth had homered, Walden had tripled and doubled, Warren had tripled, and Piwowar, Litterello, Nuccio, Roy Ambrosait, Dick Staff, and Gene D'Andria had doubled. In fact, Litterello, Nuccio, and D'Andria each doubled twice. And the Tomcats got their 11th straight win by a score of 33 to 18.

Rivera shines

Two circuit blasts by Joe Rivera did a lot to carry Willy's Warriors to a 19-9 win over the Hits in Wednesday American action. Then the same teams locked horns in the battle for third place; and five runs in the top of the seventh, and shutout pitching in the bottom half, gave the Warriors the nod, 10-9. That last-ditch effort apparently got the Warriors to thinking of invincibility. The Warriors, with the big bats of Rivera and Joe Palmieri, had set the stage for the scramble for a third-place booth by doing things the hard way. Their record was only 3-5 after they'd downed the Q Dots by 6-2. (Their man Rivera had blasted two that time.) They made it four wins against five losses by bashing Q Dots again, this time 10-5. They moved even when they beat the CBA All Stars 13-9.

In Wednesday National there was a lot of fire, stamina, or whatever. The Jammer and the Hi Balls met, it seems, in a double-header that yielded 41 hits, 17 runs, and just two extra-base hits. The big hits—a triple by Manzo and a triple by Bob Ogilvie—came in the first contest, before everybody got pooped. In number one, it was the Jammers, 10-2; in number two, it was the Jammers again, 5-0, giving them an 8-to-2 season record.

When the Woodpeckers went to the attack in Tuesday play they found the Mohawks hiding in the trees. Not initially from fear, as the Mohawks had a three-run lead going into the bottom of the second. But by the end of the second, the Woodpeckers had tapped out two runs. In the third they felled the tree with an 11-run burst. And the Mohawks had no place to hide as the Woodpeckers nibbled seven in the fourth, one in the fifth, and three in the sixth for a 24-to-3 victory. Bill Diercks and George Cumberland homered and Frank McBrien chipped in with a pair of triples. Charlie Esposito went 4-for-4, drove in three runs, and banged out a brace of doubles.

Squeaker by Simulation

The Woody ones had a tougher time with Simulation. For those who think that the tight, low-scoring games pack the drama, well, this was in the vein. The Woodpeckers opened the top of the first with two runs; in the fourth, Simulation sneaked in one, and two innings later pushed another run across the plate to tie it up, 2-2. In the top of the eighth, singles by Marty Hanlon, Stu Kornreich, and Joe Vosefski provided the Woody ones with a run. Then the task was to shut the door in the bottom half of the inning, which they did to win 3-2. But talk of squeakers—and defense. In the fourth inning, Simulation had men on second and third with none out . . . and picked up only one run. And in the bottom of the seventh, Joe Nieves was thrown out by McBrien as he tried to stretch a single into a double. Although the Woodpeckers won, Simulation showed a superb defense in executing four double plays.

Let's talk, too, of Tuesday night playoffs. The Jets' Tom O'Connor slammed a four-bagger, Mickey Rowles slammed two doubles and Bill Masone and Marty Martinez each had one double en route to an 18-6 win over the Mets. And the Jets rolled on in the following week as solid hitting, including two doubles by Tom Ramberg and one two-bagger by Marty Martinez, helped them to a 12-6 victory over the Digital Dynamos.

The Metsfits hammered out an 11-to-1 win over the New Breed. The powerhouse in that one was Mike Scully with three-for-four and five RBIs that included a circuit clout.

Good finish!

The Grumman women's softball team ended its season with two exciting wins. Trailing N.Y. Telephone 3-0, the girls gained a 5-5 tie, and then scored four runs in the bottom half of the sixth inning to win 9-5. Sharon Grosser provided clutch pitching and Joan Intravia and Sharon came through with key hits.

In the final game of the season, Grumman was losing to PRD by 7-2, but then rallied for six runs in the fifth to go ahead, 8-7. It ended with Grumman ahead, 10-8, with Denise Henbach and Kathy Degnan collecting four hits each in the contest, and Diane Felczak and Hannah Washington contributing three hits apiece.

Wait 'till next year!

Titterton gets honorary 'card' from players in ladies league

"Women's Lib" means a lot of things to a lot of people, but to at least a few women at Grumman, it has proved to be more than a "rapping" subject. They found that out about five or six years ago when they decided to vie for starting times in twilight golf with their male co-workers—and if you're a male, and a golfer, you might well imagine what kind of a reception they got.

Not all males turned out to be chauvinist pigs. Senior Vice President George Titterton, for one, added his encouragement. So did Mike Cherry of GAA. And Bethpage officials did their bit to open up links play after work to these women.

Well, they celebrated another successful year a couple of weeks ago with a dinner and awards presentation at the Bethpage State Park clubhouse, with President Eileen Toomey, the originator of the ladies league, MCing the event. George Titterton was back again—he's a perennial guest—this time to be received as an "honorary member" of the league, And Vice President Pat Cherry and brother Mike of GAA were also present to honor the winners in the three ladies after-hours golf leagues.

Among the awards were: Most Improved - D. Kouwenhoven (Tuesday), Dolores Voss (Wednesday), Leslie Coursen (Thursday); Most Individual Points - Vivian Dooley (Wednesday), Irene Henning (Thursday); Low Net - L. Tooker (Tuesday), Elaine Merritt (Wednesday), Bertha Siegl (Thursday); First Place - Vera Sloan and Vivian Dooley (Wednesday), Irene Henning and Edith Sundman (Thursday); Longest Drive - Elaine Merritt (Wednesday), Edith Sundman (Thursday); Closest-to-Pin - Vivian Dooley (Wednesday), Angie Giarratano, Bertha Siegl (Thursday).

He's honored. **Why wouldn't George Titterton look happy? He's just been presented with plaque by Eileen Toomey making him honorary member of loop.**

Get together. **Plant coordinators, members of the Opportunity Development Department, and a number of corporate officials got together for hamburgers and beer two weeks ago at McKay Field, near Plant 3. (Bob Settles photo)**

Kline takes singles title in tennis tourney

Dick Kline won the singles title in the second annual all-Grumman tennis tournament recently by defeating varsity teammate Jacques Crouzet-Pascal, 6-3, 6-3, in the finals. Kline should also get an extra award for 'stick-to-it-iveness"—after all, besides being a good tennis player, he had to have a lot of patience: the tourney started April 15.

The doubles winners are not yet decided. So what else is new?

Slate clinic

Mitch Rosenbaum is anxious to show you everything you've always wanted to know about tennis in two easy lessons . . . well, maybe not everything. Rosenbaum will conduct a two-day clinic, September 19-20, on the Plant 3 ball field, on the basics of tennis. Time: 5-7 p.m. Mitch suggests you bring a tennis racquet and comfortable footwear.

Billiards league

If you plan to join the billiards league this year call Mike Cherry, Ext. 2133, pretty quick. He's taking names for the handicap billiards action that will be held each week at the House of Lords in Plainview. Better yet, show up for the loop's organizational meeting Tuesday, September 12, in the Plant 28 lobby, starting at 5 p.m.

Ready 'draw' for Jet tix

So you're a Joe Willie fan and you'd like to sit in on the Jets' march to their second league title this year . . . possibly a Super Bowl triumph, too? Well, if you can get together some capital and be at the Plant 28 lobby at 5:30 on September 27, you may get to act out that possibility.

Once again the Grumman Athletic Association has acquired 182 tickets for each of the Jets' home games, priced at $8 for field level reserved seats and $6.50 for those on the upper level. The drawing to select those who get first crack at purchasing these tickets—you are allowed to buy no more than four for any one game and a total of eight for the season—will start about 5:30 p.m. You must be present to be eligible for the drawing, and you must have cash or check to pay for the purchase.

The Jets' home schedule in 1972 includes: Miami, October 8; Baltimore, October 22; New England, October 29; Washington, November 5; Buffalo, November 12; New Orleans, December 3; and Cleveland, December 17.

Now if Joe Willie can stay off the injury list. . . .

Winning pair

Winning the low gross award in the GAA Mixed Pinehurst tourney is getting to be a habit with Bella Miglio and Willie Suppa. They did it again on August 23 when they finished with 40—four over par—on the front nine of the Blue course at Bethpage State Park.

About 30 other teams were involved in the event. And everyone walked out of the clubhouse a winner, with golf balls, shirts, hats, and other links accouterment among the prizes awarded to the participants. See you next year, gang!

Hoop tryouts

Tryouts for inter-mural and varsity basketball are scheduled to start on Monday, October 16, at Broadway Junior High School and Tuesday, October 17, at Kramer Lane School, both in Bethpage. Tryouts will continue on Monday and Tuesday nights for the following three weeks, with inter-mural play set to start November 13.

Anyone who wants to enter a team on Monday or Tuesday nights should call GAA, Ext. 2133.

Getting in shape

The "get-in-shape" league—they play volleyball—will get started on Monday, October 16, at Pine Avenue School in Bethpage. If you want to get in on the fun—men and women are invited—call Tom Wood, Ext. 3456.

'Kickers' tee off on Sept. 28

The annual GAA championship and kickers tournament will be held Thursday, Sept. 28, on the Blue course at Bethpage Park.

The event is on a first-come, first-served basis with the field limited to 80 golfers. So if you want to play in the tourney, register now with Mike Cherry of GAA, Plant 30.

The entry fee this year is $12.50, which provides for greens fee, reserved starting time, a crack at a variety of prizes, and a buffet dinner with beer at the club house. There will be low-gross prizes for men and for senior division (over 50). The net for men and women, and kickers' prizes, will be decided by the Callaway handicap system. Those eligible for the senior division should inform Cherry at the first tee as to whether they want to compete in that division.

Many prizes

Only one low-gross or one low-net award can be made to one person. Trophies will be awarded for low-gross and low-gross senior, low-net and low-net senior, second low-gross, and second low-net. All prizes will be awarded after the buffet dinner.

To assure smooth flow, Cherry suggests that, whenever possible, golfers should sign up as foursomes and appear at the first tee one-half hour before scheduled tee-off time. If you have questions, call Mike on Ext. 2133 or 2269.

CALENDAR of events

Notice of events for period Sept. 22—Oct. 13 should reach Plane News by Tues., Oct. 3.

Am. Radio Club: Wed., Sept. 20, 5 p.m., WA2LQO radio shack on roof of Plt. 5, bus. & operating. Emmett Goodman, Ext. 87125.

Coin Club: Every Wed., 12:05 p.m., Vendor conf. rms., Plt. 25, informal mtgs. Ken Hale, Ext. 1936.

Duplicate Bridge Club: Every Thurs., 5:45 p.m., Plt. 18, open to outsiders, partner guaranteed. D. Panshoukian, Ext. 2798.

Ex-Servicemen's Club: Wed., Oct. 4, 1:30 p.m., Plt. 28 Audit., monthly mtg. Vets counselor avail. alt. Thursdays, Ext. 2814. Al Kordula, Ext. 87259.

Flying Club: Fri., Sept. 15, 5 p.m., Plt. 28 Audit., reg. mtg. Stan Kalemaris, Ext. 7341.

Instrument Soc. of Amer.: Wed., Sept. 13, Francesco's Rest., 4119 Hempstead Tpke., Bethpage, L. I. Sect., dinner mtg.; cocktails 5:30 p.m., dinner, 6:30 p.m., spkr. William Dehner, deputy dir. Tech. Ops., Grumman Health Sys. on "Utilization of Aerospace Capabilities in Delivery of Health Care Serv." E. Budd, Ext. 2275.

Retiree Club: Wed., Sept. 27, 1:30 p.m., Holiday Manor, reg. mo. mtg. GAA, Ext. 2133.

Rod & Gun Club: Fri., Oct. 27, 7:30 p.m., John's Oasis, Bway & Hazel St., Hicksville, election. Howel Fesq, Ext 3133

Soc. Aero. Mat'l. & Process Engg.: Tues., Oct. 10, 5:30 p.m. happy hr., 6:30 p.m. dinner, King's Grant Motor Inn, Plainview, N. Y. Chap., Ciba-Geigy Corp. on "Polyimide Resin Tech." Sonya Westerback, Ext. 9155.

Soc. of Mfg. Engrs.: Mon., Sept. 11, 7:30 p.m., Graduate Ctr., Poly Inst. of Bklyn., F'dale, spkr. M. Gerber, eng. mgr. sys. on "Mgmt. Engg. in Hospitals." Dick Knoll, Ext. 84040.

Stamp Club (Bethpage): First 3 Wed. of mo., 5 p.m., Plt. 30 cafe, circuit bk. sales, swap, auctions, discussion, gen. & spec. collector, dr. prize, new members welcome. E. Manaker, Ext. 3513.

For Rent

APARTMENT: Huntington: 3½ room, walk to village, $225/mo. 421-3415.

BSMT. ROOM. Furnished, refrig. 378-2257, after 6 p.m.

ROOM: Near conveniences, pvt. bath., $15/wk. 731 7826.

FARMHOUSE: 5 bdrm., ½ hr. from Bellaire/Hightmount & Sotch Valley, other areas closer, skimobile area, lighted pond for skating, avail. Dec. 1 thru Easter, paved road, 3 hrs. NYC. 676-3805.

STUDIO APT.: All util., security, East Quogue, $140. 728-1783.

RANCH: Commack, 3 bdrm., liv. rm., dinette, 1½ bath, gar., 2 rm. & bath in bsmt., nr. L.I.E., & Northern St., shop., Schools, golf, churches, immed. occup., $325/mo. 864-4083.

TENT TRLR: Coleman hdtp., slps. 5-6, all access., $11/day. 751-1256.

APT.: Long Bch., walk-in mod. apt. w/pvt. ent., 2 bdrm., lrg. eat-in-kit., stor. space, $225/mo. 889-0785.

ROOMS: Massapequa Pk., 2 furn., pvt. ent. 541-5602.

HOUSE: East Quogue, 3 bdrm., furn., 9/15, $150. 212 GR 4-5704.

COTTAGE: Bainbridge, N.Y., slps. 8, 75 acres w/ trout stream, fish., swim, hike, boat, etc., $75/wk. PE 5-4213.

HOUSE: S. Farmingdale, 4 bdrm., unfurn. ranch, 1½ bath, den w/firepl., bsmt., gar., w-w, drapes, air cond., appli., 1 yr. lease, $350/mo., avail. 10/1, plus util. MY 4-3844.

Wanted

SUNFISH: Reason. Cond. LT 9-6588.

CAT CARRIER: Medium size, want to travel. AR 1-0394, after 5 p.m.

PLYMOUTH: '62, any cond. 212 347-6516, evgs.

CAR: Compact, pwr. steer, auto., 2 dr., pass insp. 587-3877.

WINTER COVER: Light weight, for 27 ft. boat. F. Newsham, Ext. 3658.

MONTECARLO: '70, or '70 Chev. Impala Custom, must have factory air cond. JU 8-6553, evgs.

CHINA CLOSET: Old type pref. WE 8-6522, evgs.

APARTMENT: Two bdrm., three adults, Oct. 1. 293-8039.

APARTMENT: Two bdrm. for two engineers, in west. Nassau Co., 292-1234.

Car Pool

FOREST HILLS: Yellowstone Blvd. to Plt. 35, 8-4:30 p.m. 212 793-6549, evgs.

Ride Wanted

W. BABYLON: Behind A&S to Plt. 35, 8-4:30 p.m., will pay. Donna Carr, Ext. 3167.

For Adoption

KITTENS: 3, 7 wk., good home. Joe Weiss, Ext. 87403.

COCKER SPANIEL: 18 mos., small breed. 667-5213.

KITTENS: 8 wks., 4 female, 1 male, 4 wh., 1 wh. & blk., Terry Hettinger, Ext. 86618.

For Sale

MISC.: 6 pc. maple bdrm. set, chest, dress., desk, chr. & mirror, $65; '62, F-85, make offer; grn. vinyl lounge chr., $25. 862-8653.

SHELTIE: AKC reg. puppies, mini collie appear., $50. 751-1376.

MINOLTA: SR-2, 35mm, SLR, no meter, 55mm f1.8 auto. Rokkor; 135mm f3.5 preset lens; Minolta spot meter, $90. Jerry Wachtel, Ext. 9933.

CAMARO: '67 conv., 327, 3-spd. on cons., 39,000 mi., new tp., start. & clutch, 2 new tires, new mtd. snows, $1,200. 433-5543, after 5 p.m.

CORVETTE: '70, blue, AM/FM, 4-spd., mag whls., alarm, sunroof,. 628-2205, after 1 p.m.

VW: '60, yel., $1125. PY 8-3937.

JEEP: '56, 4-whl. drive, 4 cyl., hyd. lift, rear hitch, nds. work, $185. 796-5872.

INTERNATIONAL: '65, 4-dr., 4-whl. drive, pwr. steer., Warner hubs, $850. JU 7-1444.

MOTORCYCLE: '66 Yamaha, 305cc, low insurance, $300. 724-2942.

MOTORCYCLE: '64 Honda, 150cc, mod. CA-95, $175. 724-2567, after 7:30 p.m.

For Sale

HONDA: '72, CT 70 mod., under warr., 3 mo., helmet & bubble, ask. $350. 483-5038.

MOTORCYCLE: '71 Triumph 250cc, under 900 mi., new Pirelli dirt knobby on bk., equip. for dirt, can be made st. legal, $525. 421-1183.

RUPP: Mini bike, front & rear shocks, bks., & lgts., 4 hp, 12 in. dia. whls., helmet, $225. WE 8-2594.

MOBILE HOME: Riverhead, '71 Parkwood, 12x65, wh. w/blk. trim, w-w, ctrl. air, util shed. 727-3131, after 5 p.m.

AIR SHOCKS: For Dart, Barracuda, Challenger, Duster, new, $30. 212 347-6516, evgs.

BOAT: 15 ft. Old Town, open, '67, 40 hp Evinrude, ctrl., self start., in water, $450. 293-0736.

CONDOMINIUM: Ft. Myers, Fla., 5 rm., xtras, $25,-500. 813 481-0895.

GOLF CLUBS: Spaulding Tp. Flite, match. set, irons 1-10, woods 1-4, 2 putters, bag, $100. JU 6-1765.

CRIB SET: Crib & 5 dwr. dress., wal. w/cane trim, $60. 293-8343.

VW: '71 bus, AM/FM, $2,100. 325-1735.

For Sale

PROPERTY: Up-state, Ulster Co., 2 hrs. from NYC. 293-1786, after 6 p.m.

PROPERTY: Acreage Ariz., Scottsdale, 10 acres, will div., min. 1¼ acres, resid. area next to Scottsdale Country Club. 833-3214, after 5 p.m.

PROPERTY: Wading River, 125x150, wooded, close to Sound w. pvt. beach rights, phone $8,900. 368-3048.

TEXTBOOKS: Sociology, by Broom & Selsnick, Read. in Sociology, by Cuber & Harroff, suit. for Soc. 1. 271-3208, evgs.

SLOT CARS: Aurora H.O. cars, 50 ft. track, spiral rdway., lap counters, criss-cross, squeeze tracks, 6 cars, control., & tranfmr., 4x7, ¾ plywd. board, $50. LO 1-7914.

PUPPIES: German shep., AKC reg., heavy boned, bred for temprmt., good watchdogs, all pup shots, male & fem., $75. 586-3470.

ATLAS: Metal trn. lathe, 6 n. swing, inc. table, motor, thread, gears, chucks, xtras, $90. 589-5235.

SHUTTERS: Wood, for ext. use, 35-36 in. 10 for $42.50. 265-8018.

at your SERVICE

This is a free service to Grumman personnel for non-commercial advertisements, accepted on a first-come, first-served basis. Classified advertisements are carried in PLANE NEWS only on the basis that everyone replying to such advertising will receive fair and equal consideration regardless of their race, creed, color, or national origin.
Type or print ad on form available at Employees Service and Engineering counters, and send via interplant mail to PLANE NEWS, Plant 5, Bethpage. List home phone (with area code if outside Nassau or Suffolk). Limit: one ad per person per issue. No item under $10, no firearms or ammunition.

LUG. RACK: Chrome steel for Triumph TR-4, mts. w/present trunk lid hardware, ask. $25. Kovit, Ext. 9343.

MISC.: Edison crib, wh. ½ canopy, matt. $25; Biltrite coach carr., $25. 6.95x14 tire on GM rim, $14. 543-1565.

WASH. MACH.: Hotpoint 16, fully autom., top load. 5 yrs., $75. 433-6733.

RACING BIKE: 10 sp., C.Itoh., new, best offer. PY 6-7720, after 5:30 p.m.

MISC.: Storkline walnut full size crib w/matt., $20., deluxe Port-a-crib w/matt., $15. lady's cameo & pearl 14K wed. band, lrg. size, $40. 928-2743.

RING: Lady's engage., 65 carat solitaire, brilliant cut, approx. value $425, price $300. 293-3854.

MISC.: Tent, Morsan, 12 ft., sq. umbrella suspenda tent, $100.; boat, Starcraft, '68 Seafarer, 14 ft. alum., 18 hp Evinrude, & Tee Nee tilt trlr., $450; sailboat, 5 ft., plywd., for child under 100 lbs., $25. 751-2283.

MISC.: Bike, 20 in. boy's, chrome wheels, light fixt., 4 bulb, maple wagon wheel type, $20. 731-4609.

MISC.: Post & rail fence, twelve 10 ft. sections, used, $60. WA 1-7245.

TAPE RECORDER: Concord #444, 3 sp., profess., $100. CH 9-4007.

FREEZER: 180 lb. cap., Norge, upright, wh. enam., $75. FO 8-9535.

MISC.: Formula C Emeryson, front drive, Sprite eng., VW box, 4th Bryar Natl. '71, SCAA log book, spares, trlr., race ready, $1,295. 421-5274.

HOUSE: Wantagh, 4 bdrm., ctr. hall cape, 80x100 cnr. plot, fnshd. bsmt. w/wet bar, Fla. room, detach. gar., w/w in 4 rms., 4 appli., $38,000. 433-5291.

HOUSE: Smithtown, 3 bdrm., liv. rm., pan. den, country kit., 1½ bath, screen porch, $34,000. 265-7385.

HOUSE: Medford, 7 rm., splt., playrm., gar., cnr. plot, 101x150, 6 yrs., brk. front, recent paint in & out, $28,500. 289-3750.

HOUSE: 3 bdm. ranch, Selden, pan., fin. bsmt., carpet, thruout, 80x100 treed plot, new paint in & out, extras, $29,000 or 8,000 to take over $213. mon. paymnts. 732-1286.

HOUSE: Plainview, 8 rm., brk. & stone, splt., 1/3 acre, 2½ bath, 2 car gar., full bsmt., w/w carp., w/w mirror, appli., immed. occup., retired couple ask. low $50's. 935-3760.

HOUSE: Huntington S., 4 bdrm., col., eat-in kit., form. din. rm., 14x24 liv. rm., 17x21 attchd. gar. w. auto. door, fnshd. bsmt w 16' bar, extras, $43,000 HA 1-0903.

WASH. MACH.: Port., Nesco, 2 lb. cap., w/auto., timer, 1 yr., $25; wed. gown, sz. 7-8, best offer. 694-5622.

AIR COND.: GE Fashionette, 6,000 BTU, 3 spd., wndw. mount, list $172, price $100. 724-2054.

MISC.: Desk, exec. kneehole mahog., 5 ft., 7 draw., plate glass top, $50., match. swivel armchr., $15., oak desk, bookcase, 3 draw., combin. comp. refinshd. circa 1900, $85. 265-3089.

BICYCLE: Boy's, 20" Columbia playbike, 3 spd., stick shift, banana seat, $25. IV 3-6713.

MISC.: Sunbeam Mixmaster, w/grinder attach., $20. Anita Horn, Ext. 2270.

BOAT: '62, 22 ft. American Finn, 110 hp, Volvo I/O, recent. overhauled, hdtop., skiff, extras, $1,400. LT 9-2582.

TRAVEL TRAILR.: 12 ft. Scotty, 12 v., 110 v. & gas light, 2 brnr. stove, icebox, spare tire, sleeps 4, $500. 289-3488.

SUNFISH: Red & wh.. used 2 seasons, $400. CH 9-6840.

WEEK-ENDER: 20 ft. Grady wh., 100 hp Johnson, xtras, in water, dockage paid, no reason. offer refused. William Guarino, Ext. 3644.

BOAT: 15 ft. Glaspar, 40 hp, elec. shift Evinrude w/gen., anchor, compass lights, navy top, tilt trlr., access., back to back seats, $900. 585-1097, after 6 p.m. week-days.

BOAT: 16 ft. runabout, wd. lapstrake w/Gator trlr., 35 hp, Evinrude contr., by Cruiser Inc., $550. HA 1-5394.

SAILBOAT: 17 ft. Thistle, dacron jib, main. & cover, nylon spinnaker, 3 hp outboard, $1,200. AR 1-3152.

COUGAR: '70, air cond., pwr. steer. & disc bks., auto/stick, wh., vinyl tp. & int., blue ext., 19,700 mi., $2,495. AN 1-1547.

DODGE: '67 Dart GT, red, blk. vinyl hdtp., bkt. seats, cons., pwr. steer. & bks., auto., Michelin tires, new bk. job & align. 8/72, $795 or best offer. 722-3934.

PLYMOUTH: '72 Gran Coupe, brown 2-dr., full pwr., air cond., AM/FM, rear defrost., auto. cruise ctl., low mi., auto., 360 cubic. 598-2049.

HOUSE: 3 bdrm. Dutch col., 1½ bath, firepl., eat-in-kit., attach. gar., full bsmt., docks & bch. rgts., $31,500. 878-4414.

BUNGALOW: Ferndale bet. Swan Lake & Grossinger's, 2 bdrm., full bath, scrn. porch, furn., gas hot water, town water/sewer, 110-220v, 40x100, pvt. lake. PY 6-3887, after 5:30 p.m.

HOUSE: Plainview, Wash. Ave. vic., hill-tp. ranch, 3 bdrm., poss. 4th, den, 2 bath, firepl., lndry. & mud rm., new kit., 2½ car gar., patio, all appli., xtras, ask. $55,000. 692-2738.

For Sale

HOUSE: N. Babylon, 4 bdrm. hi-ranch, 2 bath, 100x100, $43,000. 587-2775, after 5 p.m.

BOAT: 15 ft. lapstrake w/50 hp Mercury, elec. start., alternator, batt., cont., trlr., xtras, $500. 588-7083.

FLUTE: Used 1 year. 587-0643.

LAWN SWEEPER: 30 in. Sears Craftsman, $30. 265-7036.

CITROEN: (2 '62 DS-19s, 1 run., 1 for parts, $85/both. 226-5639.

BOAT: '66 Jersey skiff, 28 ft., flybridge, Chrysler 210 - 318 motor, depth find., $4,100. 781-7696.

BOAT: '66 Glasspar, 16 ft. 55 hp; '68 Evinrude elec., tilt trlr., navy top & cover, 12 gal. tank, fully equip. $1,275. PE 1-3759.

BOAT: Zobel, 28 ft., '62, 215 hp, trunk cabin, sleeps 4, dinette, galley, stand up head, 50 watt., camper back. $3,800. MO 7-3043.

MOTORCYCLE: '67 Suzuki model B100, 120cc, new bks., wh. tire, 5,000 mi. garaged $200. MY 4-3844.

HOUSEBOAT: '68, 33 ft., Nauti-Line, 12 ft. beam, fbgl., 210 hp Chrysler, f.w.c., 300 hrs., 2.5 kw gen., sleeps 6, shower, hot & cold press. water, two 50 gal. fuel tanks, propane gas, macerator chlorinator head, hold. tank, xtras, $10,000. MY 4-3844.

BOAT: 17 ft. Penn Yan lapstrake, 40 hp Evinrude eng. w/trlr., elec. start w/run. lights, xtra gas tank, water skis, cushions & anchors, ask. $600. 586-1647, after 6 p.m.

BOAT: '59, Pacemaker Sportsfisherman 29 ft., depth find., S/S radio, approved head, 125 hp, Chrysler Crown eng., sleeps 4, bottle gas stove, $3,500. 567-3567.

BONNEVILLE: '65 brougham, 4 dr. hdtp., auto., pwr. steer & bks., air cond., w/w, rear speaker, side mirror, xtra snows & rims, $625; E-T chrome mags 7x14, 5 spoke w/locks, $150. for set of 4. MO 7-8350, after 6 p.m.

TIRES: Five, 4 ply, 650x13, tubeless, Corvair rims, under 4,000 mi., $50. 543-0104.

CHEVELLE: '65, 6 cyl., auto., 43,000 mi., $200. 541-5854.

PONTIAC: '69 Le Mans, 2 dr., auto., 40,000 mi., air cond., pwr. steer & bks., $1,300. 621-7165.

CAMARO: '68, 327 cu. in., 4 bar., new 3 sp. Turbo trans., Schiefer rear 4:10, M/T wheels, general wide ovals, blue w/blk. int., $1,500. 549-8256.

BUICK: '70 Electra, 4 dr. hdtp., air cond., pwr. windows, low mileage, $3,100. 368-2915.

IMPALA: '64, 4 dr. 80,000 mi. orig. owner, $375. 586-1597.

LINCOLN: '61 Continental, full pwr. w/air cond., $275. 541-2341.

VW: '68, sq. back, new bat., bks., muffler, some body damage in rear. $675. FR 8-4794.

FAIRLANE 500: '66, 2 dr. hdtp., 6 cyl., std. shift, radio, new tires, shocks & water pump, 51,000 mi., $450. 757-8527.

VW: '70, radio, snow tires, 38,000 mi., $1,200. 598-3793, after 5 p.m.

CHEVELLE: '69 Malibu, 2 dr. hdtp., V-8, 307 cu. in., auto. trans., pwr. steer, radio, new tires & bks., 2 snows 775x14, mist green, 41,000 mi. $1,800. 289-8389, after 6 p.m.

MERCURY: '70 Montego MX, 8 cyl., auto. trans., 4 dr., pwr. steer., disc. bks., air cond., gold w/blk. vinyl top & blk. int., $2,225. AN 1-1247.

TORINO GT: '70, 351 Cleveland eng., C-4 auto trans., positive slip differ., new bks., new carb., poly. wh. lettered tires, ram air, $2,300. 798-3794.

PONTIAC GTO: '69, auto., R&H, gold w/blk. vinyl roof, new tires, $1,500. WE 8-2193.

MOTORCYCLE: '71 Honda, CL 100, 2,000 mi., orange, garaged, $400. MY 4-3844.

MOTORCYCLE: '71 Suzuki, 125cc, trail only, large sprocket, avon gripster, $340. 586-4806 .

CAMP. TRLR.: '71 Apache Ramanda solid st., sleeps 8, dbl. dinette, stove, sink, heater, icebox, spare tire, propane tank, xtras, $1,400. 2211-8839.

WHEEL CAMPER: '68, Chuckwagon, sleeps 6, stove, heat & water, elec., xtras, $950. AN 5-5051.

TRAVEL TRLR.: '69 Swinger, 17 ft., self contained, gas, elec., refrig., shower, press. hot water heat., oven, xtras, $2,200. 588-4140.

TRUCK CAMPER: '69 GMC, 29,000 mi., self contained, sleeps 6, refrig., full bath, 4 burner stove, xtras. Both for $5,200 or sell camper sep. 277-9383.

LIONEL TRAINS: Berkshire, alum., baggage car, "O" gauge Santa Fe diesel, Milwaukee Rd. GP9, merchandise car, access. JU 4-6771.

TIRES: Two, Dunlap gold seal blkwalls, 775x15, 3,000 mi., $25. CH 9-0916.

For Sale

HOUSE: E. Norwich, 5 bdrm. hi-ranch, 2 full bath, din. rm., panel. den, lndry rm., gar., $43,000. TU 8-2066, after 6 p.m.

MISC.: 35x30 metal desk, 3 side drws.; file cab. w/2 file drws; 2 legal size file dwrs: desk lamp; card file 5x6x16; waste basket; swivel chr., $100. 543-6508.

HOLIDAY TRAVELER: '68, 27', selfcontained, full. equip., many extras, car hitch, radiator cooler, mirrors, elect. brakes, etc., needs light body work outside, sacr., $2,900 furn. 445 S. Wellwood Ave., Lindenhurst. TU 4-1189.

MISC.: Two 8" chrome slotted rims for 4 lug VW, $60; two 4" chrome slotted rims for 4 lug VW, $40, two new 60 x 15 radial B. F. Goodrich tires, raised letters, $60. 289-5530.

TIRES: Five used 685x15, $50. 757-0438.

TIRES: Two 878x15 Sears B/W tires plus rims, and Sears 40 mos. guar., used approx. 3,000 mi., $50. Paul N. Lovasz, Ext. 3733.

VW: '69 sedan, dk. green, v.g. tires, hi-mileage, radio, $900. 292-1234.

VW: '63 conv., rebuilt engine, best offer over $250. 751-3190.

CADILLAC: '61, 4-dr., best offer! 731-4115.

DODGE: '66, V-8, auto., P/S, 51,000 miles, $650 or best offer. MA 7-4158.

CORVAIR: '63 Spyder, 2-dr., 46,000 mi., $275. 665-9341.

DODGE: '70 Monaco, blue, P/S, P/B, A/C, 30,000 mi., 2-dr. sedan. 681-0798 after 6 p.m.

PONTIAC: '66 Catalina, 2-dr. sedan, needs tires, $500. WE 1-3245 after 6 p.m.

CAMARO: '68, 327 cu. in., 4 bbl., new 3 speed turbo trans. & Schiefer rear 4:10, M/T wheels, General wide ovals, blue, blac kint., $1,500. 549-8256.

BUICK: '62 Special sta. wag., needs valve job. Has new carb., starter, gen., reg., water pump, $75. 922-7810.

FORD: '62 Falcon Futura, no body rot, stand. trans., $125. 757-8165.

CAMPER: Alaskan, on 1966 Dodge D 200 Special, pwr. str. & bks., posi-trac, 4 new tires, tach., air compressor, camper is telescopic-hydraulic, gas refrig. and stove, xtras., $4,000. IV 5-3407.

CAMP. TRLR.: Puma, sleeps 8, double dinette, sink, stove icebox, awning, extras. $1,200. 921-2865.

MOBILE HOME: '68 King 12' x 60', 2 bedrooms. 1½ bath, w/w, intercom and radio sunporch, awning, skirted tool shed, $7,500. firm. 727-7489.

BOAT: '70, 14 ft. fiberglass, Boston Whaler type, '69 Evinrude, 18 hp motor, gas tank, & hose, $650. WE 1-0332.

LAWNMOWER: 20 in. Toro reel, pwr. handle, trimmer and edger, self prop., heavy duty, $75. 265-9422, bet. 8-11 p.m.

STEREO COMPS: Dyna. ST. 70 watt amp., Sherwood 3,000/wM&R, st. tuner, REK-O-KUT L-34 trntb., Knigh St. preamp. 212-GR 9-5478.

NOVA: '71, 350 V8, turbohyd., air cond. $2,495. Bill DeBlasio, Ext. 86765.

MISC.: Elec. lawnmower 21" rotary with grass catcher, $40.; TV, 21", GE console rollabout, $35; Cornex table & lamp for sect. sofa, $35. 285-5252.

DRUM SET: 3 pcs., 14" Gretsch snare, 13" tom-tom, Zildgian hi-hat, 16" Zildgian ride throne, cowbell, woodblock, brushes, $100. CH 9-1988.

MISC.: Two cyl. heads for small block Chevy, all valves refaced & ground shimmed springs, polished ports, rocker arms, $35. Jim Cush, Ext. 1223.

TRAILER: '71, Apache Mesa solid state, sleeps 6, 12,000, BTU heater, elec. bks., dining canopy & extras, $1,395. MY 4-5814.

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

PAUL E. SCHOTT of Quality Control Lab, Plant 10, died August 23. He was 58 years old and had been with Grumman six years. He lived at 100 Norman St., New Hyde Park.

CARL J. LANG of Facilities Administrattion, Plant 30, died Sept. 6 at the age of 46. He had been with Grumman since 1965, and he lived at 1091 S. Thompson Dr., Bay Shore.

For Sale

SHOWER BASE: Modvlite fiberglass. 32"x32", wh., corner instal., nev. used. leakproof. $30. MY 1-5948.

TRAVEL TRAILER: '64, "Cree" 17', comp. self cont., hot & cold water. gas stove & refrie., toilet, shower, cabinets. sleeps six. oak panel. 110 volts, 12 volts & gas light. $1.800. 826-5468.

CABIN BOAT: '70, 17 in., custom built, fiberglass over wood, '70 50-h.p. Mercury outboard, '70 Tee Nee trailer, extras, $1,800. CH 9-6944.

MOBILE HOME: 12x50, w/w carp., wash. & dry., 2 yrs. old, must be moved. 325-1625.

HOUSE: Two acres, rented as two apartments. Aquebogue, across road from marina. 722-3281.

PUPPIES: Collie. AKC champ breed, sable & white, 5 wks. old. 541-6351.

PUPPIES: Shin-Tzu, 5 wks. old, 2 male, 1 female. 751-4086.

MOTORCYCLE: '70 Triumph Bonneville 650 cc, 2,200 mi., $1,000. JU 6-7715 or 667-3364.

GUINEA PIGS: Abyssinian & Peruvian, 588-2609, after 7 p.m.

DISHWASHER: Fully autmatic, Hotpoint 16, 5 yrs., $75. 433-6733.

EXERCYCLE: Three way motion, $35. CH 9-1019.

RACING CAR SET: Twelve cars, 60 tracks inc. 22 curved, cobra climb, 2 corner crosover, 25 straight spiral, $25. 473-9049.

BICYCLE: Call any time. Mike. 731-5279.

MISC.: '68 Evinrude elec., 35 hp, good for parts, reason. offer. 781-0671.

ADDING MACHINE: Smith Corona elec., $25. 781-0671.

BICYCLE: Girl's, Rollfast 26 in., balloon tires, $30. WE 5-0885, after 6 p.m.

PUPPIES: AKC golden retriever pups, champ sired, born July 18, excellent for children. 582-4915.

SUNFISH: Fiberglass with tote beach trailer. $375. 765-7106.

DEPTH FINDER: Heathkit, digital, assemb., $90. AN 6-2997.

HOUSE: N. Lindenhurst, cust. ranch on 100x100, 2 car garage, 3 bdrm., lrg. liv. rm., & din. rm., ohw, appli., w/w carp., s/s, fenced, $42,000. TU 8-3117.

CAMERA & LENS: Yashica 124-G, new, $80; 150mm f2.8 6x7 Takumar lens, new, $205. 212 CY 3-3031.

VW: '67 Karmann Ghia, radio, 2 snow tires, $875. ED 4-2724.

CAMERA: Yashica Electrmo 35, with 1.7 50mm lens hood type 49, tele plus 2x adapt., case, tripod, $250. 727-7831.

BICYCLE: Boy's, 5 sp., Spyder, Sears make, $45. HA 1-5064.

PUPPIES: Irish setter, AKC reg., 7 wks. 698-2946.

PIANO: Upright, needs tuning, $50. 472-2531.

CAMPER: VW, fully equip. inc. chemical toilet, pop top, step, etc. $2,600. 277-4025.

RADIATOR: Triumph, (TR4A), $25. 724-7039.

BICYCLE: Girl's, 24 in., unused, tire pump, headlight & gen., $25. 757-4320.

BAR: Curved, black formica top, $50. AR 1-1149.

BUICK: '70 Electra, 4-dr. hdtp., air cond., w-w tires, pwr. windows, vinyl tp., pwr. str. & bks., low mileage, $3,205. Barry Sherman, Ext. 3875.

GOLF CLUBS: Four woods, 6 irons, putter & bag, $30. 269-9306.

HOUSE: Smithtown, 3 bdrm. ranch, 1½ bath, country kit., den, panel., heavily wooded, ful. lndscpd., 1/3 acre, read end. sch. dist. #1, immed. $35,500. 724-7015.

DODGE: '71, Charger, 318 eng., V8, auto. trans., pwr. str. & bks., AM/FM radio & tape deck, custom blue shag rug, blue & wh. landau roof, 15,000 mi., $2,400. RO 4-6309.

KIT. SET: Tubular steel const., Naugahide cov. chairs (4) extra leaf, ask. $50. 751-0279.

JEEP: Sta. wag., 4 wheel dr., showplow, 4 new tires, new uphol., spare pts., $400. 671-4083, after 6 p.m.

WALL OVEN: 4 yr. Caloric, chrome, ask. $35. Joanne Biamonte, Ext. 3041.

MISC.: 12.4 cu. ft. Coldspot refrig. w/auto. defrost., $150; sma. 4 burner gas stove, $30; TEAC stereo tape deck, A-4010S, $250; AKAI X-1800SD stereo tape record., $250. 727-0745.

BLOCKS: Used brick & cinder; '60 Austin Healey, 6 cyl., $800. PY 6-2805, after 6 p.m.

HAM GEAR: Heath HW-16, novice transciever, 2 crystals, spkr. & manual, $100; Heath HG-10B, VFO, $25. 423-5132.

PWR. MOWER: Yardman ride-on, 24 i. reel, 4 hp eng., $125. 667-3224.

For Sale

PWR. MOWER: 21 in. Jackobsen trimmer reel, self prop., grass catcher incl., $100. 667-3224.

MISC.: 20 in. girl's bicycle, $20; 42 in. round formica kit. tbl. w/4 swivel chrs., $75; 2 sofa bds., slps. 2 on ea., $50/ea.; dbl. bd., chest, dress., mirror. $50; bkcase, $10. WA 1-0096, evgs.

MISC.: Deluxe Kenmore dishwash., port. or under counter, $135; 22 in. rotary lawn mower, B&S eng., $15. 543-5631, after 5 p.m.

REFRIG./FREEZER: 14 cu. ft., wh., frost free, hinge on rgt., btm. freezer. 698-0557.

MISC.: Strobe, 200 w/s Stroboflash w/o heat, $75; Cantarine accordion, blk., 120 bass, $100. 588-1778, after 6 p.m.

MISC.: Hewlett-Packard, mod. 400D vacuum tube volt., $80; Varian mod. G-10 strip-chart record., $80; Tektronix type 516 oscilloscope, 2 P6006 probes, polar. viewer, protect. cov., $750. 825-6436.

TELESCOPE-REFLECTOR: 3 in. mirror, metal tube, 2x Barlow lens, 3x finder, 3 eyepcs., f-4, f-9mm, sun filter, f-20mm, moon filt., 16 in. H. steel tripod, $30. 543-2887, after 6 p.m.

DRUM SET: Semi-prof., comp. set, $150. 781-0671.

EQUIP.: Lafayette mod. HB-625A, 5 watt mobile 2 way radio. M+2/U mike & base pwr. pack, $160. 212 459-8859.

HOUSE: Freeport, 3 bdrm., 4 bath, wood burn. fire-pl., lrg. liv. rm., lg. eat-in-kit., din. m., fin. bsmt. w/3 m., cedar closet, sep. area w/ground wlr., garden. FR 8-6888.

HOUSE: Middle Isl. area, 4 bdrm. col., 2½ bath, fam. rm., din. rm., 2 car gar., full bsmt., $41,000, prin. only. 724-0431.

HOUSE: Brentwood N., mother & daughter, 11 rm., 5 + bath up, 6 + bath down, fin. playrm., gar., 75x100 lndscpd. xtras. 273-6824.

HOUSE: Cold Spg. sect. of Huntington, 4 bdrm. col., 3 yr., panel. fam. rm. w/firepl., carpet, appli., s-s, full bsmt., $45,900. 367-4224.

HOUSE: Bet. North St. Pkwy. & Expwy., 3 bdrm. mother/daughter exp. ranch, din. rm., eat-in-kit., fin. bsmt., air cond., xtras, 2nd flr. din. rm., eat-in-kit., liv. rm., bedrm., pvt. ent., porch, ask $38,-990. 273-6679.

HOUSE: Brentwood, 5½ rm., 3 bdrm. ranch, fin. bsmt. & gar., gas h.w. sys., s-s, w-w, lrg. air cond., lndscpd., 90x100 fenc., $30,000. 581-2488, evgs.

HOUSE: Farmingdale sch. dist. 22, 3 bdrm. col., fin. bsmt., eat-in-kit., scrn. patio, fenc. yd., full din. rm., walk-up attic/poss. xtra rms., nr. transport., $37,500. 249-9313, after 4:30 p.m.

HOUSE: Centereach, 1½ yr., 3 bdrm. L shaped ranch, wood. lot, s-s, leaders & gutters, part. fin. bsmt., 2 car driveway, all fenc., $28,990. 981-2095.

HOUSE: Stony Brook, Strathmore Vill, 4 bdrm. col., 2½ bath, prof. lndscpd., ¾ acre, cul de sac, den, 2 car gar., new w-w, appli., cov. patio, xtras, $36,500. 698-1490.

CADILLAC: '66 Sed. de Ville, all pwr., air cond., $1,400. HA 3-4937.

PONTIAC: '64 Tempest wag., 326 c.i., V-8, ask. $325. 549-4069.

CHEVY: '69 conv. Impala, 327 c.i., V-8, ask. $1,850. 475-4569.

BUICK: '63 Riviera, wh., red lea. int., fully equip., full pwr., nds. muff., best offer. 742-0011.

RAMBLER: '60, 6 cyl., R&H, 4 dr., auto., ask. $150. 486-1458.

VW: '67 Bug, $750. MO 6-6899.

PONTIAC: '68 LeMans, auto., pwr. steer., air cond., poly tires, new shocks, muff., tune-up, low mi., $1,150. AN 5-0658.

PONTIAC: '65 LeMans, '68, 326 eng., auto., R&H, pwr. steer. & bks., $325. 581-5328.

PONTIAC: '71 Tempest T-37, blue, 4-dr. hdtp., 350 c.i., 22,000 mi., auto., pwr. steer., & bks., air cond., R&H, sports whl. cov., ask. $2,399. 201 674-7693.

BUICK: '65 LeSabre, 2-dr. hdtp., pwr. steer. & bks., $400. 724-0573.

MG: '68 Midget, wire whls., tonn .cov., recent tune-up & bk. job, new clutch, throw-out bear., batt. w/48 mo. guar., nds. conv. tp., $750. 265-1681.

VW: '64, orig. owner, 22,000 mi., $450. FR 8-9157.

PONTIAC: '64 Catalina sta. wag., 59,000 mi., 9 pass., auto., pwr. steer. & bks., $395. AN 1-2653.

PLYMOUTH: '71 Duster, auto., pwr. steer., R&H, under 13,000 mi., $2,200. Tom Ramberg, Ext. 1641.

STA. WAG.: '64 Ford Falcon, 6 cyl., std., $150. 266-5199.

T-BIRD: '61 conv., new bks., $250. HA 3-7483.

VW: '70 transporter, 24,000 mi., $2,100. 884-9471.

For Sale

TRIUMPH: '69, 650, 6 in. Springer ext. Z bars, hand. tail, $1,300. MY 4-4126, after 6 p.m.

BOAT: 28 ft. Zobel trunk cab., '62, 215 hp, slps. 4, galley, dinette, hd, camper bk., 50w S/S, 110v, $3.900. MO 7-3043.

SKIFF: '62, 28 ft. Luhrs, rebit. eng. '71, low hrs., 2 new batt., rudder, hd., flybridge, 2, 40 gal. gas tanks, 2 bunks fwd., no steer. or ctrls., in water, $1,800. 277-2828.

EVINRUDE: '59, 50 hp, $250. 781-5638.

BOAT: 12 ft., car tp., 2 motors, $150; Sansui AU222 amp., auto. turntbl., $150. 294-6343.

BOAT: '67 Cobia, 17 ft., twin 40 hp Johnson, Holsclaw trlr., $1,000. N. Soley, Ext. 7944.

DINGHY: 8 ft. fbgl., 1 yr., flotation, ask. $100. 543-6119.

BOAT: 12 ft. fbgl., 7½, trlr., $450. 666-8356.

BOAT: 22 ft. Trojan cab. cruiser, 115 hp Johnson elec. outbd., hd., galley, slps. 3, 20 gal. inbd. gas tank, fully equip., $1,400. 751-1706, after 5 p.m.

BOAT: 25 ft. Chris Craft, 185 hp, slps. 2, $1,500. 798-5124.

TRAVEL TRLR.: '71 Avenger, 19 ft. Lancer, slps. 6, spare tire & whl., Watson dolly, new awn., & add a rm., xtras, $3,200. Eugene Finck, Ext. 84929.

TRAVEL TRLR.: '64 Cree, 17 ft., comp. self cont., hot & cold water, gas stove, oven, gas refrig., & heat hd., shower, xtra cab., slps. 6, oak panel,, 110v, 12v, gas lite, $1,800. 826-5468.

CAMP. TRLR.: '69 Puma, slps. 6, icebox, 3 burner LP stove, sink w/10 gal. water tank, 9x10 awn. new axle w/elec. bks., 4 draw. stor. cab., dinette, 4 Reeves jacks, $1,100. 864-3334, after 7 p.m.

TRLR. HITCH: For VW Squareback, frame bolt on 1⅞ in. ball, ask. $25. JU 8-7084.

SOFA: Ital. prov., 2 yr., fruitwood frame, $200. 293-1590.

RM. AIR COND.: W/std. 938-8369.

TRUMPET: Conn, case, xtras, ask. $75. 538-0048.

FURN.: Household contents, sofa, chr., chrome kit. set, maple bdrm., slic. mach., G.E. elec. coffee pot, etc. CH 9-1023.

PRAM: Twin Perego, navy nylon, matt. & basket, $95. 212 358-3430.

PWR. WORKSHOP: Miller Falls, bench saw, port. circ. saw, tbl. jig saw, sabre saw, bench std., ½ in. spd. reducer & elec. drill, tbl. disc sander, port. buff. hd. & hand. hoe attach., bench, saw blades, $75. 921-8265.

SLIDE PROJ.: Sawyer Crestline deluxe, remote ctrl., line cord, accomm. trays or carousels, $35; 100-slide carousels avail. 997-9249.

FISH TANK: 10 gal., pump, std., all access., $20. CH 9-5758, after 5 p.m.

MISC.: Gar. dr., std. fit, swing-out type, all hardware, $20; alum. storm dr.; car radio for Olds. AN 5-5899.

PHOTO EQUIP.: Yashica 124G, 2¼x2¼ Tlr., new w/ warr., $80; 150mm f2.8, 6x7 SMC Takumar for Pentax 6x7, new, $205. 212 CY 3-3031.

MISC.: Rambler 15 in. whls., $10/pr.; 23 in. color TV, nds. repair, $80; 16 lb. bowl. ball, $10; Brownie funsaver 8mm movie camera, $10. 735-5261.

WED. GOWN: Buckner's fl. lngth, hd. pc. & veil. 473-8282, after 6 p.m.

plane
GRUMMAN
news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N. Y. 11714, as a function of the Public Affairs Dept., Vice President J. B. Nettalista, director.

Manager, Internal Communications
Brian Masterson

Managing Editor
Claire Imrie

Feature Editor
Al Wehren

Editorial Assistants
Dorothy Zoeb
Linda Logan

Official Photographers
Presentations Services

Telephone
Plane News: 3293
Plane News from outside line: LR 5-3293

'Wizards' fourth Fleet squadron assigned to 'Prowler' missions

WHIDBEY IS., WASH.—The Grumman EA-6B "Prowler" has proven to be such a valuable addition to the Navy's air arm since it joined the Fleet for combat missions a couple of months ago that even the "Wizards" are going back to school to learn more about it. That's the story here, at least.

When Tactical Electronic Warfare Squadron (VAQ) 133 was assigned to be the fourth Fleet unit to fly the "Prowler," Cdr. Frank Burrows promptly dubbed his group "Wizards"; perhaps only a wizard can fully appreciate such an advanced electronic countermeasures aircraft. Burrows then led his group from Alameda, Calif., to the Naval Air Station at Whidbey Island for an extentive (and intensive) indoctrination program on the EA-6B.

Rear Adm. Wesley McDonald, Commander of Fleet Air Whidbey, was on hand to greet Commander Burrows, his Executive Officer, Cdr. George Hamlin, and members of VAQ-133. In his welcoming speech he stressed the growing field of electronic warfare, the significant role the "Prowler" squadrons will have in the national defense, and the critical need to stay ahead of potential adversaries through the continued development of such advanced weapons systems as the EA-6B..

More than 3,000 miles away, at the Calverton facility on Long Island, a Navy flight test team from the Naval Air Test Center at Patuxent River was finishing up NPE electronic trials on the EA-6B. They were testing the "Prowler" EX-CAP—(for expanded capability). This expanded electronic capability allows "Prowler" air crews to cover about twice as many radar bands, thus, in effect, doubling their radar-jamming capability against enemy offensive threats.

The most recent Navy Preliminary Evaluation trials at Calverton went well, according to Program Manager Dan O'Neill. "We passed with flying colors. There were some problems, standard for a development program, but no surprises." And the trials, scheduled to take two weeks, were completed in 10 calendar days.

One EA-6B a month is coming off the final assembly line at Calverton, says O'Neill, with all the ECM aircraft eventually delivered to Whidbey Island, home of the "Prowler."

Thanks from 'Ski'

The Grumman "Ironworks" has done it again! Listen to L. P. (Ski) Kaine, a pilot for Southwest Pacific Airlines. He wrote to Bill Zarkowsky recently to thank him for Grumman's participation in a "swap" program to raise funds for the families of prisoners-of-war and those missing-in-action:

" . . . When I started the project it seemed a small one, and I had no idea how involved it would become and how absolutely necessary the help of others would be in the endeavor. Many folks across the country came through with their efforts, but Grumman is, and always has been, a leader. In this area it again proved to be true.

"We were thrilled to raise almost $23,000. It's a pleasure to say that over one-third of the proceeds were directly attributable to the good work of the outstanding Americans at Grumman. . . . "

What had started out as a "swamp" campaign to help POW/MIAs attracted a lot of support, including ex-Navy pilot Norm Gandia of Business Development, who coordinated the effort at Grumman.

Groups receiving the funds were the Red River Valley Fighter Pilots Association Scholarship Fund; Inter-Airline Committee for POWs/MIAs; Concern for POWs, Inc.; National League of Families; and Support for POWs, Inc.

Two winners from Grumman were Jim Egan Jr., who won the "mystery car", a 1965 Rambler Classic; and R. Wilcox, who won a lady's gold bracelet.

Kaine finished his letter to Zarkowsky by saying: "To all the 'Ironworkers,' my simple and sincere thanks and grateful appreciation."

He's head 'Wizard.' . . . Cdr. Frank Burrows, skipper and head 'Wizard' of VAQ-133, is letting everyone know that the electronic countermeasure squadron is now flying the Grumman EA-6B 'Prowler.' (Navy photo)

Remind scholars of filing time

Application forms and updated general rules on the Grumman Tuition Reimbursement Program are available at Employee Services and field base administration offices.

Students are reminded that applications for fall term must be filed with the Tuition Reimbursement Office, Department 327, Plant 39, within 15 days of the school's last date of registration.

GAA calls for Hobby Show entries starting Oct. 2

There are times when the "big picture," interesting as it is, tends to overshadow everything around it. That happens at Grumman sometimes. The scientific, engineering, and technical effort necessary to build the F-14 Tomcat, for instance, should give an inkling of the kind of individual talent possessed by those involved in the project. But it doesn't.

It's not until you can separate and examine the talents of all those people that you can fully appreciate the wide range of their achievement. One of the best ways to gain such insight is by visiting a hobby show—or an art and photography show, for that matter.

Pretty soon, that all-around talent will be on display, starting with the annual Hobby Show sponsored by the Grumman Athletic Association. Entries will be accepted at the Plant 28 auditorium Monday, October 2, Tuesday, October 3, and Wednesday, October 4, from 4 to 6:30 p.m. Exhibitors from Calverton plants should contact Katherine Eng, Plant 6 Library, Ext. 335.

Wide range

Each person may exhibit two entries in any one category, and a maximum of six in all categories. Coin exhibits are limited to one display case. Grumman employees and retirees are eligible to enter the show.

Exhibits may be entered in the following categories:

1. Ceramics
2. Collections - Coin
3. Collections - Stamp
4. Collections - Miscellaneous
5. Crocheting
6. Embroidery
7. General
8. Gunsmithing
9. Knitting
10. Leather Work
11. Metal Work
12. Model Planes - Flying - Scale
13. Model Planes - Flying - Non Scale - Original Design
14. Model Planes - Non Flying - Scale
15. Model Planes - Non Flying - Non Scale - Original Design
16. Model Railroads
17. Needlework
18. Science - Working Models
19. Sewing
20. Ship Models - Kits
21. Ship Models - Original Design
22. Ship Models - Scale
23. Wood Carving
24. Wood Work

When registering your exhibits with GAA, Chet Baumgartner suggests that you bring the necessary hangers, forms, or other items that will help to display your entry.

Families invited

Remember, entries must have been completed during the past year, and no entries from previous hobby shows will be accepted. Each person is limited to only one award in any one category, no matter how many displays he (or she) has in that category.

If you have any further questions about the show, call Chet Baumgartner on Ext. 2133 or 2269.

The full range of exhibits will be on display to all Grummanites and their families and friends on October 5, 6, and 7 at Plant 28.